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1985

LOG BOOK

OF THE

U. S. S.

CHIKASKIA

AO-54

IDENTIFICATION NUMBER

COMMANDED BY

Commander Lawrence J. Hasse _____, U. S. N. R.

Attached to

Division,

Squadron,

Flotilla,

Enroute from the Atlantic to the Pacific Fleet,

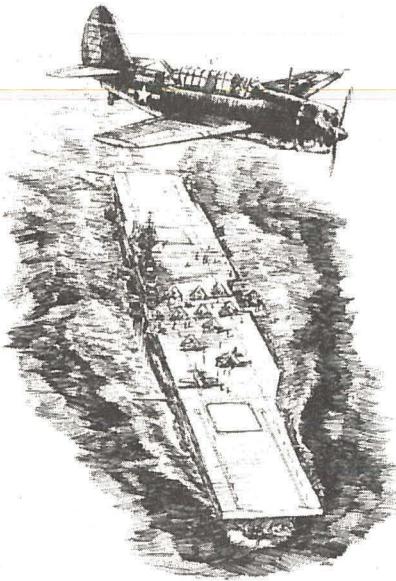
Commencing _____ Upon commissioning, November 10, 19 43 ,

at _____ 0000 ,

and ending December 31, 19 43 ,

at _____ 0000 in a SECRET position in the Pacific Ocean

FROM THE
Dean Mawdsley
World War II Collection



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J. PORTER SHAW LIBRARY
SAN FRANCISCO MARITIME NHP

BY THE
Associates of the
National Museum Library

U.S.S. CHIKASKIA (AO-54)

PREFACE

What you are reading now will be known as the "CHIKASKIA LOG." Hopefully, it marks the beginning of what will be a fine collection of interesting memories from your WWII experiences.

Commencing today, you are requested to submit photographs, stories, flags, official and unofficial communications and other historical information that would be of interest to a CHIKASKIA sailor and his children and grandchildren.

The future success of the CHIKASKIA LOG depends on you and your efforts. Jack McLaughlin has agreed to accept the responsibility for receiving the above information, and for screening it prior to making it available for your book. He will coordinate with our Executive Board. Please send your information to: Jack McLaughlin, Route 4, Box 541, Easton, MD 21601.

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A NAVY POEM

"I might be satisfied ashore if I had never seen
The big waves top the foc'sle, and roll aft white and green
If I had never felt the wind, or heard the lightnings hurled,
And watched the storm clouds blowing
down God's wide expanse of world;
If I had never served the Flag, or known the big guns' roar,
Or worn the Navy blue -
I might be satisfied ashore."

Just a Sailor



U.S.S. CHIKASKIA (AO-54)

REUNION ORGANIZATION

- PURPOSE: Renew friendships with shipmates in a location that is suitable for wives and children.
- ATTENDEES: Members of the crew during WWII; others who served at later dates are welcome.
- COSTS: Primarily hotels and meals. A nominal amount will also be requested at reunions to defray costs of printing, postage, etc.
- TREASURY: Expenditures will be jointly approved by the Chairman of the Reunion Committee and the Treasurer. Any conflicts will be decided by a majority vote of the Executive Board.
- EXECUTIVE BOARD:
a. Selected by all hands at the regular reunion meeting
b. Composed of a Chairman, Treasurer and one other member
c. Serve for a period of three years
d. Select the Chairman of the Reunion Committee
e. Select the location and the date for the forthcoming reunion, which in their wise and considered judgement is the best choice
f. Advise the reunion committee
- TREASURER:
a. Serve as a member of the Executive Board
b. Collect funds at reunions
c. Maintain joint checking account with another member
d. Handle all accounts payable and receivable
e. Give a financial report at the Annual Meeting, which has been audited by the in-coming Reunion Committee.
- REUNION COMMITTEE:
a. Chairman serves as a temporary member of the Executive Board during his term
b. Plan and administer all phases of the reunion
c. Notify shipmates six months before the reunion is held when and where it will be
d. Serve for a period of one year
e. Submit a summary of the reunion to the "CHIKASKIA LOG"



USS CHIKASKIA (AO-54)

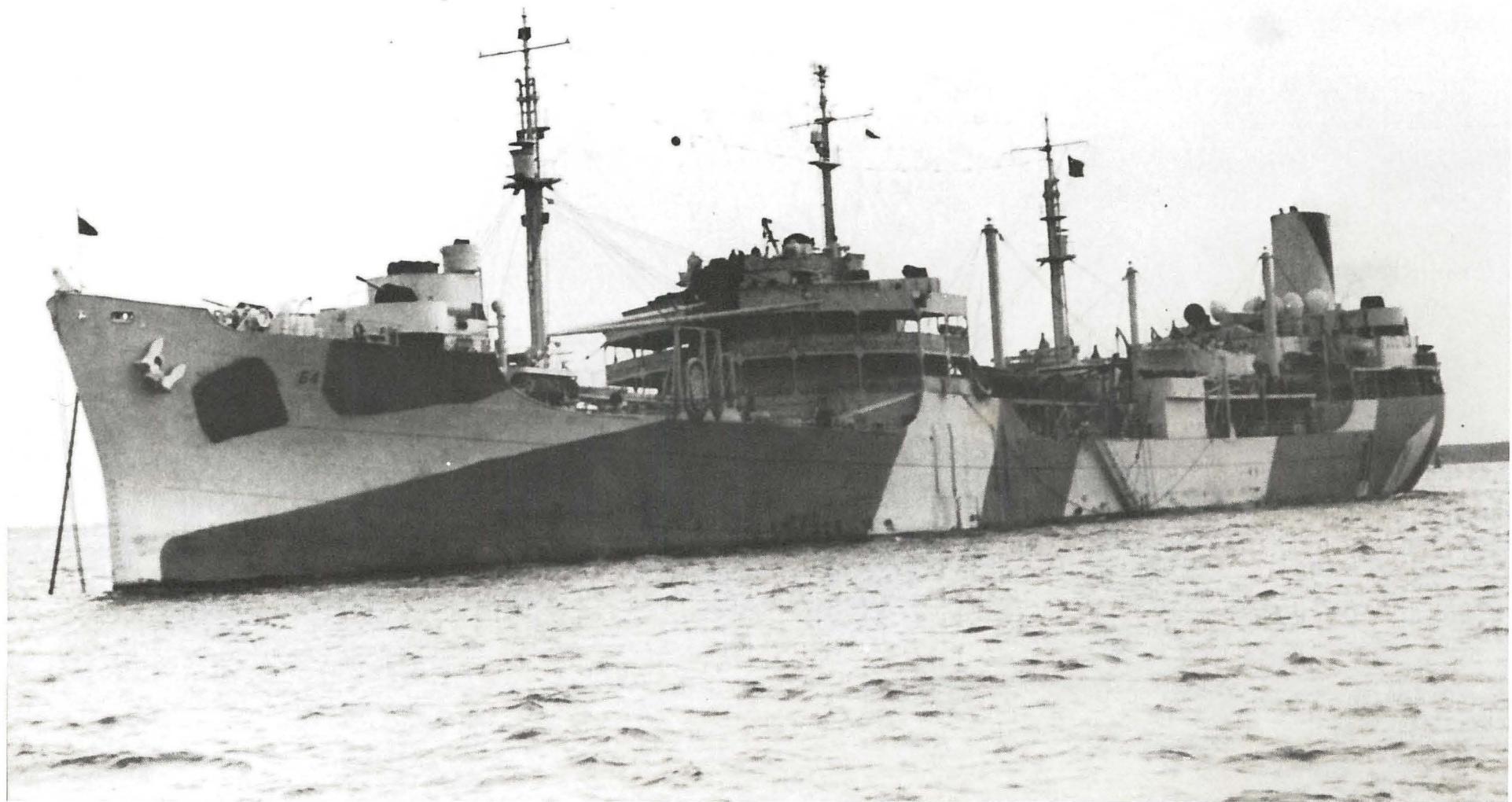


Restricted

The Captain
and the Officers of the
U. S. S. CHIKASKIA
request the honor of your presence at the
Commissioning Ceremonies
at
Bethlehem Shipbuilding Corporation
Sparrows Point, Baltimore, Maryland
12:00 November 10
Nineteen Hundred and Forty-Three



U.S.S. CHIKASKIA (AO-54)



OFFICIAL U.S. NAVY PHOTOGRAPH
U.S.S. CHIKASKIA (AO-54)
DECEMBER 25, 1943 PANAMA ENROUTE PACIFIC FLEET

DATA

DATA
STRUCTURE

DATA
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DATA

DATA
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DATA

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STRUCTURE

U.S.S CHIKASKIA (AO-54)

COMMITTEES AND BOARDS

COMMITTEE

EXECUTIVE BOARD

FIRST 1981 - EASTON, MD

J. McLaughlin, Chr. Jim McKeon
C. Chauvin

R. Waters, Treas.

SECOND 1982 - VIRGINIA BEACH, VA

J. McLaughlin, Chr. Jim McKeon
C. Chauvin

R. Waters, Treas.

THIRD 1983 - LANCASTER, PA

G. Karol, Chr. J. Gingrich
G. Coopey L. Jacobs
R. Batdorf

J. McLaughlin, Chr.
R. Waters, Treas.
C. Chauvin

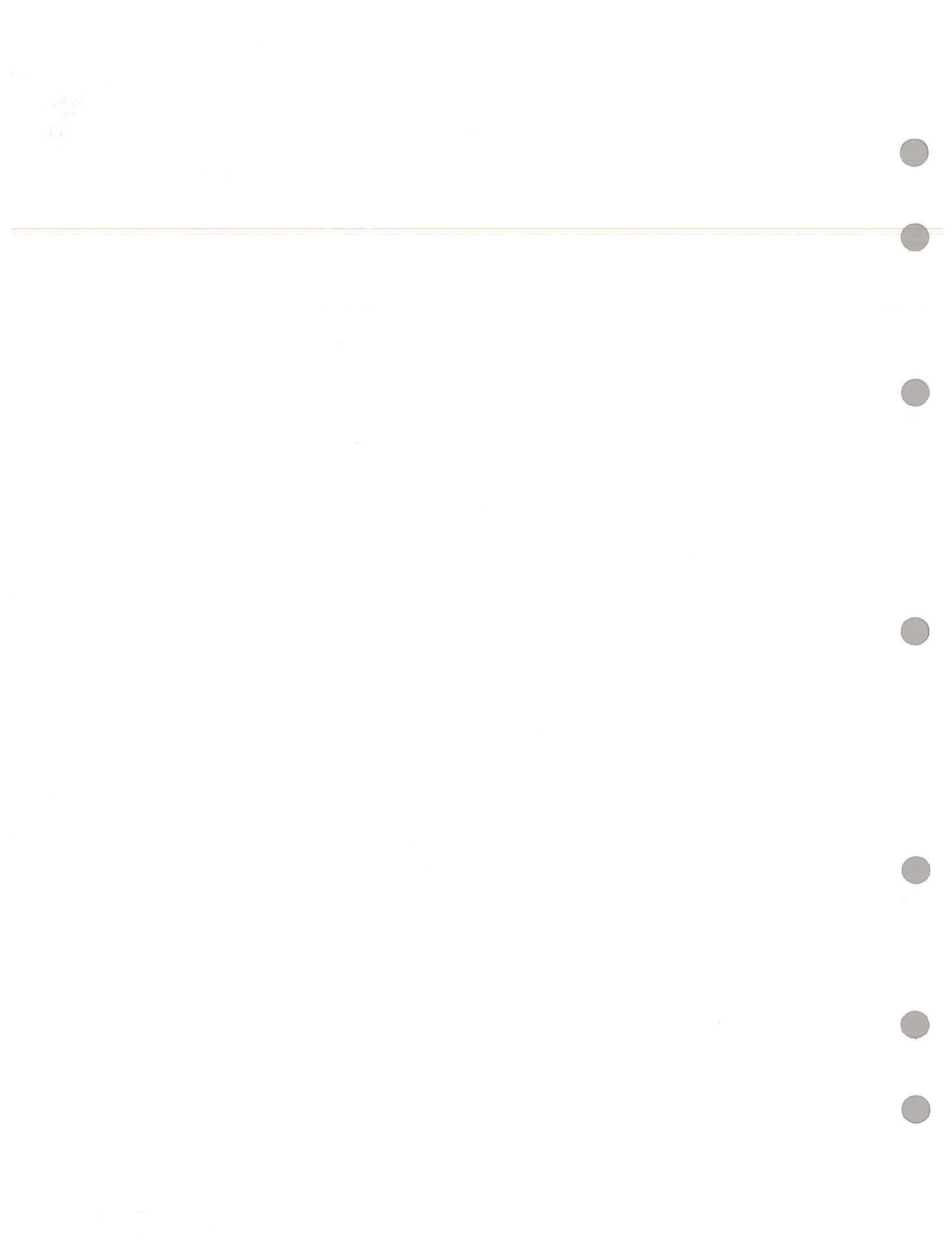
FOURTH 1984 - ANNAPOLIS, MD

C. Chauvin, Chr. G. Flora
J. Craft H. Feldman
H. Czubeck R. Gunderson
K. Dryburgh H. Heller
J. Pultorak

L. Jacobs, Chr.
R. Batdorf, Treas.
J. Gingrich

FIFTH 1985 -

Doc Jessup, Chr. S. Witkowski, Asst. Chr. L. Jacobs, Chr.
C. Came D. Soper R. Batdorf, Treas.
K. Dryburgh B. Weber J. Gingrich



U.S.S. CHIKASKIA A0-54

FIRST REUNION - MARYLAND

March 13-15, 1981


Kilroy was here

The first reunion of the U.S.S. CHIKASKIA was conducted on the eastern shore of Maryland by a small group of the original plank owners.

It was held in Talbot County, where one may see the nation's last working sailfleet as it goes out for a day's oyster dredging; or where one may pursue the striped bass and the fighting blues. It is a land of bountiful grain fields, bounded by great rivers and picturesque tributaries of the Chesapeake Bay. It was the setting for James Michener's Chesapeake. With over 602 miles of waterfront, Talbot County is a sportmens Mecca. Each fall millions of Canadian geese and many species of wild ducks and swans travel the Atlantic flyway to winter on the shores of the Chesapeake.

The reunion centered about the Tidewater Inn in the historic town of Easton, population 7,530. Easton enjoys its reputation as "the Colonial Capital of the Eastern Shore", having had the first newspaper on the eastern shore, the first bank, the first steamer to Baltimore, the first church - a Friends Meeting House for Quakers in 1682, and the first airplane to Washington.

Easton's neighbors are Oxford and St. Michaels, each about ten miles away. Oxford, population 750, was the original home of the "Clipper" ship. It is now a charming residential town and a harbor for watermen who harvest the rivers and the Bay.

St. Michaels, population 1,450, is a beautiful land-locked harbor on the Miles River. It is a favorite anchorage for pleasure craft and watermen, and the base for national and international sailing regattas. In 1812, the British tried to bombard St. Michaels but were fooled when the villagers did a blackout of their homes and hung lanterns on trees for the British to shoot at. Today, St. Michaels is known as "The Town that Fooled the British".

It was with this background that the first reunion of the CHIKASKIA was held.

Friday, March 13

Shipmates and their families rendezvoused in the Decoy Bar at the Tidewater Inn about 6:00 p.m. Although 35 years had passed since last seeing each other, friendships were renewed in a very short time. Our rendezvous was followed by an excellent Chesapeake Bay seafood buffet. After dinner, most returned to the Decoy Bar - and sang and reminisced until the wee hours in the morning.



Saturday, March 14

The day began with pastry and coffee in the conference room. The ladies departed soon after for a day of shopping and sightseeing with Margie McLaughlin as their escort.

1. Jim McKeon (Connecticut) kicked off the conference by leading us in The Pledge of Allegiance.

2. Jack McLaughlin (Maryland) introduced our shipmates, including one of our former commanding officers, G.G. Boyd from Georgetown, South Carolina.

3. Cliff Came (Connecticut) read a summary of our WWII cruise which he had written. It brought back many, many memories.

4. Carroll Chauvin (Louisiana) read excerpts from our outstanding ship's newspaper - The Chit Chat.

5. Dick Waters (Connecticut) lead a discussion of our fueling at sea exploits and provided a summary of the 850 ships (give or take a few) fueled during the period 1943-1946.

6. Jack Gingrich (Pennsylvania) told us about his adventures in boot camp and "going home".

7. There was a general discussion of our next reunion and the consensus was that it should be on the ocean, preferably Virginia Beach.

8. Everyone joined in a period of "Scuttle Butt" exchanging wild tales of bravery and high adventure that had been kept in dark secrecy for 35 years.

9. Jim McKeon wrapped up our conference by leading us in the "Navy Prayer".

The afternoon was filled with visits to Oxford and St. Michaels and a three hour lunch break at Longfellows Restaurant on the harbor in St. Michaels. A cocktail party was held at the McLaughlin's home followed by a dinner of prime ribs and seafood casserole at the Talbot County Country Club.

Sunday, March 14

We enjoyed an old-fashioned southern breakfast at the Inn and made plans to meet again next year. Everyone had a fine weekend. Wives and families enjoyed the reunion as much or more than we did. We should make certain they always do.

NOTE

A total of 52 people attended the first reunion, including 23 shipmates. Bud Gunderson flew in from New Mexico, Carroll Chauvin from Louisiana, Don Roe drove from Michigan, and Dick Sheffel flew from Illinois. Two nights lodging and two meals was \$100.00 a couple.



U.S.S. CHIKASKIA A0-54

SECOND REUNION - VIRGINIA

April 30 - May 2, 1982

The second reunion of the U.S.S. CHIKASKIA was held at the Ramada Inn in Virginia Beach, Virginia.

For those who are looking for recreation, Virginia Beach is the answer. It has miles of concrete boardwalk and vast stretches of golden sand, superb ocean bathing and surfing, boating, fishing and a dozen golf courses. There is ample social and night life for those who are so inclined. Virginia Beach is famous for its seafood, notably the famous Lynnhaven oysters and flounder. It is near historic Williamsburg, Jamestown, Yorktown and Norfolk - the headquarters of the Commander of the Atlantic Fleet. The Naval Base at Norfolk supports one of the largest concentrations of naval force in the world.

Cape Henry Lighthouse, located at the northern tip of Virginia Beach, was the last we saw of the continental United States 39 years ago in 1943 when we steamed past it enroute to the war in the South Pacific. Without a doubt, Virginia Beach is one of the most interesting and popular ocean resorts on the East Coast.

Friday, April 30

We gathered in the lobby and on the patio at the Ramada Inn during the afternoon. The weather was perfect - clear, cool and sunny. The Atlantic Ocean was as blue as the sky. The beach was great for walking, jogging and collecting sea shells. Conversations carried through dinner at the Ramada over into the Lounge and Patio far into the night.

Saturday, May 1

An early morning conference was held to determine the committee and location for our next reunion in 1983. It was agreed that it would be held in Pennsylvania. There was a considerable amount of discussion and laughter concerning:

1. How Bud Gunderson located Bill McCormick.
2. How Dick Batdorf located Vince Smith.
3. How Jack McLaughlin located Jim McKeon.
4. What Henry Heller has been up to.
5. What Bud Gunderson has been up to.
6. What Cowboy Mullen has been up to.
7. What Ed McClain has been up to.

The conference was followed by an extensive tour of the U.S.S. AMERICA CVA-66, an aircraft carrier at the Norfolk Naval Base. Some of the ladies preferred to go shopping. A personality readjustment



hour took place about 6:00 p.m. at the Cove Lounge overlooking the ocean, followed by dinner. At midnight, many couples strolled on the soft white sands under a full moon. Dick Waters stated that the Supply Department would not assume any responsibility for whatever occurred nine months later. Some shipmates wondered if anything could, although a few were optimistic.

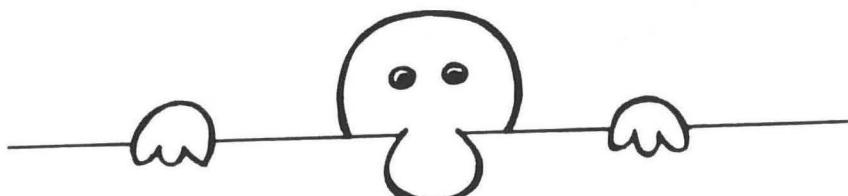
Sunday, May 2

Many went to a church service of their choice after breakfast. There was a brief gathering back at the Ramada for picture taking, and fare-wells.

NOTE

A total of 102 people attended including 48 shipmates. Ed McClain flew from Washington and Joe Pultorak from California. Bryan Auwen and Mike Holm made it from Idaho; George Coopey from Florida; Carroll Chauvin from Louisiana; Bill McCormick and R.C. Pennington from New Mexico - and many more travelers. Captain L.J. Hasse, our first Commanding Officer, who had said he would never travel north of Florida for any reason, was there with his wife, Connie. Captain G.G. Boyd, our second Commanding Officer, attended again with his southern lady, Gerry.

Two nights lodging and two meals was \$120.00 a couple.



Kilroy was here



U.S.S. AMERICA (CU-66)



OFFICIAL U.S. NAVY PHOTOGRAPH
U.S.S. AMERICA VISITED DURING 1982 REUNION



U.S.S. CHIKASKIA (AO-54)
THIRD REUNION - PENNSYLVANIA
March 18-20, 1983

The third reunion of the U.S.S. Chikaskia was held in Lancaster, Pennsylvania.

Lodging was in the Treadway Inn, and the accommodations, dining and services were excellent. The rooms were comfortable with several overlooking a beautiful indoor swimming pool and dining room. There were also games rooms, a health club, gift shop and a lively cafe with entertainment in the evening. Golf and tennis were available. Some of the harbingers of spring were apparent, but winter had not departed completely from this part of eastern Pennsylvania.

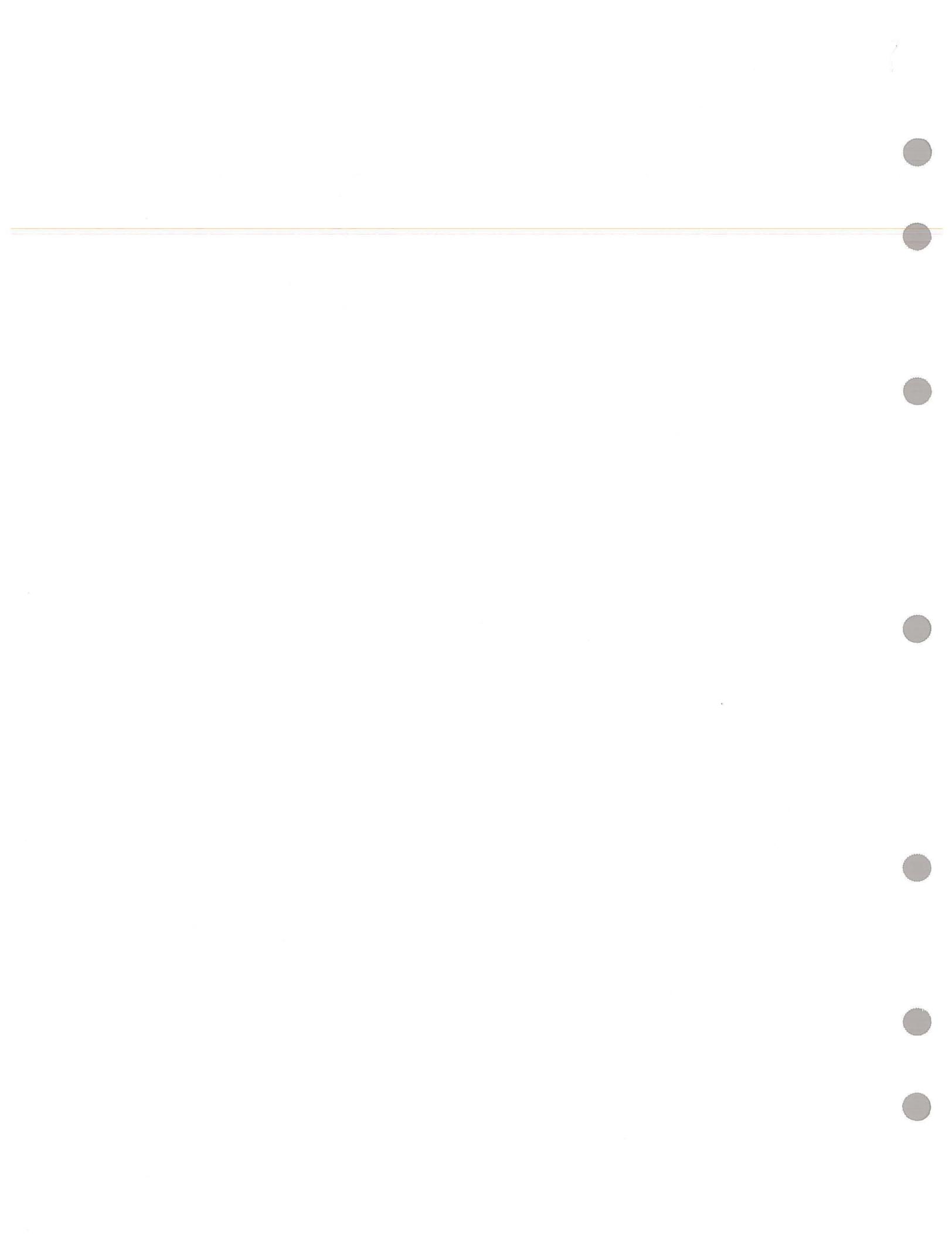
Lancaster County is America's focal point of early German-American cultures and the center of Amish and Mennonite traditions. It abounds in covered bridges, antique shops and scenic farmlands. Where else can one find towns with names like Virginville, Intercourse, Mount Joy, Blue Ball and Paradise.

Friday, March 18th

Shipmates and their families began to arrive during the early afternoon. There were even some who had arrived a day or so earlier and were planning to stay beyond our regular weekend. Some came from nearby towns and villages. Others arrived from great distances across the country. Our longest distance travelers included Ed and Ruth McClain from Washington State, Carroll and Laura Chauvin from Louisiana, Laura's sister, Lynn Jolley from Toronto, Canada, R.C. and Vivian Pennington from New Mexico, and George and Melba Coopey of Florida. All the attendees of this, and previous reunions, are marked in the Roster at the back of this book.

A few of our more robust shipmates - Doc Jessup, Lee Jacobs, Ed McClain and George Karol played golf at the Lancaster Golf and Country Club. Ken and Polly Dryburgh took off on a seven mile jog around the countryside. Several headed for the heated swimming pool, and a number of unnamed individuals were observed gliding into the Finnish Sauna. Most of us found our way to the Hospitality Suite to exchange greetings, scuttlebutt, photographs and wildly exaggerated stories of our highly intelligent grandchildren. We also found the time to raise a glass or two for Auld Lang Syne.

The evening dinner buffet featured sour beef with dumplings, seafood casserole and steamship-round. Our most discerning gourmets gave it their okay.



Saturday, March 19th

The third annual reunion meeting opened at 0900 with Lee Jacobs presiding, who led us in the pledge of allegiance to the flag.

Dick Batdorf led us in a special prayer of remembrance to our departed shipmates and to the members of their families. Those who have died most recently are:

CAPTAIN LAWRENCE J. HASSE JOSEPH K. BRADFORD, M.D.
 MR. MARVIN O. HEDGES

These gentlemen were fine shipmates, friends and highly respected individuals. We will miss them.

Dick Waters, Treasurer, read the financial report. In brief, we began the year with \$734.00 and expended \$664.00. Expenses were primarily for printing, postage, and goods and services for this reunion's Hospitality Suite. The report was approved as read.

Dick Batdorf agreed to assume the duties of Treasurer from Dick Waters.

Lee Jacobs read letters from the following who could not attend this year:

Bryan Auwen	Bryant Wackman
Gil Davage	Bob Wennerholt
John Gerhart	Bud Gunderson

Lee Jacobs is our National Coordinator for locating missing personnel. He has microfilm copies of our ship's rosters which were sent every three months during WWII to the Navy Department. These copies include the names, serial numbers and induction centers for all personnel. Although originally classified as SECRET, they have since been declassified. We now have 160 names and addresses known to be correct.

Jack Gingrich unveiled a large photograph of the Chikaskia which he had personally framed in wood from an old Pennsylvania barn. The photograph was presented to Dick Waters on behalf of the crew as a replacement for one which "disappeared" during our visit to Virginia Beach last year. That photograph had a special sentimental value to Dick and his wife, Sally. His warm expression of gratitude to the crew was deeply appreciated.

Carroll Chauvin presented a fine painting of the Chikaskia to Jack McLaughlin from Doctor Bradford. Carroll had visited with Dr. Bradford in New Orleans up to the time of his death. Dr. Bradford wanted Jack to have his painting as a token of their long friendship, and his involvement in our reunions. Jack expressed his appreciation and asked Jack Gingrich to temporarily place it in safekeeping until it was decided how the painting could best be enjoyed by the entire crew.



Carroll Chauvin, our 1984 Chairman, reported that his committee had met to determine where the next reunion would be held. Several places were being considered and a decision would be made shortly. It appears that most of the crew lives in the Pennsylvania, Connecticut, New Jersey and New York areas. Accordingly, it appears that the reunions would best serve the majority by being held in or near these areas. That would, however, exclude many of our southern and western buddies from attending due to time and financial considerations. This situation will be further considered.

Doc Jessup volunteered and was unanimously accepted Chairman for the 1985 reunion. Doc is looking for committee members to assist him. Please get in touch with him if you would like to be on the next team.

A few comments and stories by the crew:

Ed McClain wanted to know if there was a list of ships the Chikaskia loaded with saltwater instead of fuel oil. Captain Boyd replied that to the best of his knowledge and recollection, there were not any. Gerry Boyd whispered to the Captain, "that is not what you told me."

Mike Croke wanted to know the name of the girl who sent a communication officer a pair of shorts with a pattern of red hearts that were stiffly starched by the Ship's Laundry and returned to the officer. No one in the Communication Department had a comment - which may be the only secret they have been able to keep.

Shipfitters asked the Supply Department to promise they would never again swap John Wayne movies for plexi-glass from aircraft carriers. Lillian Batdorf spoke up, "I've been married to a well known member of that department for 40 years and I can assure you that what they promise, and what you get, can be considerably different." All of the ladies present applauded.

Lee Jacobs commented that he firmly believed the engineers attending the reunion could still do an outstanding job of getting the ship underway, and were ready, willing and able to do so whenever Uncle Sam called. Only the engineers agreed.

Dick Waters recalled an incident which occurred while we were approaching the carrier Enterprise to fuel her. During that approach, which was less than perfect, one of our cargo booms hooked onto a navy fighter on the flight deck of the carrier and knocked it overboard into a very deep part of the South Pacific Ocean. We said goodbye to a multimillion dollar aircraft, and hello to a significant dent in our reputation. That night, unknown to anyone but a few, an American flag was painted on the bulkhead outside the C.O.'s cabin. That flag signified that we had bagged an enemy aircraft - in this instance, the wrong enemy. At 0500, the alarm sounded and the crew went to General Quarters. Dick Waters asked the C.O. what had happened and he was informed in a very firm



voice about the flag painted outside his cabin. Dick was also advised that the crew would remain at General Quarters until the person or persons responsible made themselves known. If not, we would remain there for a very long time. Dick did not tell what arguments of persuasion he used, but during the next hour the famous flag was painted over and we secured.

Captain Boyd told us about the time the Chikaskia almost ran out of fuel. It was in May, 1945. We had orders to sail to California, approximately 3,500 miles away, for a long overdue overhaul, leave and recreation. Fuel requirements for our cruise across the ocean were estimated - and excess fuel was off-loaded to ships remaining in the combat zone. The second day after departure, it was learned that an error had been made in calculating the amount of fuel we required. However, it was determined that if we did not zig-zag, and if the seas and winds remained favorable, we could probably make it. When we reached Long Beach, there was only enough fuel remaining for a short eight hours steaming. A well kept secret, except for a few. Apparently, at times, the job of being a Commanding Officer is not all that it is reputed to be.

Lee Jacobs, our presiding officer, encouraged us to maintain the many friendships that have been renewed through our reunions - and closed the meeting with a Navy Prayer.

NOTE 1. Lillian Batdorf, Arlene Gingrich, Virginia Jacobs and Melba Coopey were personally commended for their fine performance as members of a "Special Distaff Committee." Their assistance during this reunion was invaluable.

NOTE 2. A total of 96 people attended, including 45 shipmates. Two nights lodging and three meals was \$142.00 per couple.





U.S.S. CHIKASKIA (AO-54)
FOURTH REUNION - ANNAPOLIS, MARYLAND
APRIL 27-29, 1984

The fourth reunion of the U.S.S. Chikaskia (AO-54) was held on April 27-29, 1984 at the Holiday Inn in Annapolis, Maryland. The town is a tangle of quaint, narrow streets with old brick sidewalks, complete with 19th century homes. Designated as a National Historic District, it exemplifies an American seaport of colonial days. It is the home of the U.S. Naval Academy, which was established there in 1845. Our reunion happily fell on the same weekend as the Annapolis Spring Festival, which added to the enjoyment and excitement of being in "Crab Town, USA".

FRIDAY, APRIL 27th

Registration commenced promptly at 1500 hours. At the outset, the Holiday Inn posed a problem. Just about everyone had difficulty locating the entrance to the inn, even though it was visible from the various approaches. But, once there, it was well worth the effort of solving the maze. By 1800 hours, 48 shipmates, 44 wives and 18 family members and friends had signed in. The hospitality suite, with its cash bar, proved to be a popular spot to renew old friendships and tell tall tales.

Following a picture-taking session, a buffet dinner was enjoyed in the inn's Johnson/Paca dining room. After dinner, a "sing-a-long", featuring songs of WWII, was held. Flo Presti, Carroll Chauvin's niece, flew in from New York City to provide the music; song leaders John Fisher, Jerry Russo, Dick and Lillian Batdorf led us in a number of tunes of the forties. Their efforts were courageous, to say the least. Dick and Lillian sang a duet, entitled "When Your Old Wedding Ring Was New" which literally brought down the house. The hit of the evening, hopefully, it will become a tradition at future reunions. The cash bar reopened, and informal singing 'round the piano continued into the night. Across the banquet hall, Dr. Jessup had a meeting of his 1985 Reunion Committee in the Peggy Stuart room (hospitality suite).

SATURDAY, APRIL 28th

At 1000 hours, Carroll Chauvin, Chairman, called the Fourth Reunion Meeting to order.

Ken Dryburgh led the Pledge of Allegiance to our Flag. At Al Street's suggestion, the Flag flying from the mast of the Chikaskia (in the large photograph of the ship which was in the front of the room) served as the focus point of the Pledge.

Dick Batdorf spoke briefly of our shipmates who have died; he mentioned specifically the death of Lawrence Hasse. Captain Hasse served as the first commanding officer of our ship.

Jack McLaughlin officially welcomed everyone, and had each man stand to say a few words about his life and times. Jack related how the large photograph of the Chikaskia was obtained. The picture was taken in November 1943, at the time of commissioning. Dr. Joe Bradford, the ship's first medical officer, had cherished it, and had given it to us a few day's before his death in 1982. Jack recommended, and it was unanimously agreed, to present the picture to Dr. Bradford's daughter, Nancy, for safekeeping and eventual return to the archives at the U.S. Naval Academy.

The U.S.S. Chikaskia Log was then distributed. This monumental, masterful undertaking, a labor of love, had been compiled by Jack McLaughlin, with the help of Ken and Polly Dryburgh, George Flora and his grandson, Vinnie. The Log contains the original commissioning log, ship's history, listing of ships fueled in WWII, recollections, stories, and other fascinating items. To Jack, and those who worked so hard with him, a BIG NAVY WELL DONE!!!!!! Anyone wanting a copy should send \$ 13 to Dick Batdorf, 111 West Forget-Me-Not Road, Wildwood Crest, New Jersey 08260. Supplies are limited.

Lee Jacobs said that 18 men had been located since the last meeting, and urged everyone to help find "lost" shipmates. Lee, and Jack Gingrich, read letters received from men who were unable to attend this reunion. Letters were received from Bill McCormick, Henry Czubek, Jim McKeon, Al Frankenborg, Charles Kerr, Gillespie Boyd, R.C. Pennington, Bud Gunderson, James Brown, Joseph Toslin, Wilfred Diaz, Ed Gunn, Eugene Roy and Harry Stone Gray.

Dr. Jessup, Chairman of next year's reunion, reported on the work of his committee. The Sea Crest Hotel and Motor Inn in North Falmouth, Massachusetts, has been selected as the site of the Fifth Reunion, and the dates will be May 17, 18, 19, 1985. Under Doc's dynamic leadership, the meeting will certainly be a huge success. Details will be mailed well ahead of time. So, mark your calendar, make your plans now. BE THERE!

Dick Batdorf's report on the state of the treasury showed the following:

Cash on hand, 3/23/83.....	\$ 1,001.67
Disbursed, current year.....	<u>694.01</u>
Cash on hand, 4/28/84.....	<u>\$ 307.66</u>

Dick, the most trusted man in America, continues with his great efforts to ensure our solvency.

Under the heading of new business, the possibility of a golf tournament at the next reunion was discussed, and over 15 men showed positive interest.

Henry Heller was asked to accept the responsibility of guarding and protecting a hermetically sealed bottle of vintage whiskey, to be opened and enjoyed by all on the occasion of our reunion in 1995 - the 50th anniversary of the surrender of Japan in WWII. Henry graciously consented to serve as custodian ."

The news that the U.S.S. Iowa had rejoined the Fleet brought back memories of 1944. Quoting the LOG,

"On September 23, 1944, during the Palau operation, Chikaskia simultaneously fueled two battleships (Iowa/New Jersey) of our 45,000 ton class, representing with the oiler's cargo... over 125,000 tons of fighting power. Such an enormous tonnage of explosive-laden shipping proceeding side-by-side on their course was considered one of the outstanding feats of the war. Adding to the complexity of the accomplishment was a necessity for continuing the fueling - two hours after dark."

Dick Cavanaugh, who was attending his first reunion, commented on the memorable event. Dick, a 1/c Electrician's mate at that time, was on watch in the engine room. He recalls:

"...we had two large generators with a capacity of 567 HP each. The motors of the fueling pumps were 200 HP each. Normal fueling operations used two pumps and could use one generator for fueling, since we could not exceed 400 HP. The other generator was used to furnish electrical power to the Chikaskia."

"Fueling two battleships required using four pumps and one generator was not capable. Consequently, we had to parallel the generators and balance the electrical load...this was not easy with alternating current. The generators had to be at proper speed.. and exact phase when pulling down the main circuit breaker. If not - 'LIGHTS OUT' - we would burn out one generator.

The Good Lord no doubt traveled aboard..."

Dick also added a footnote to Chikaskia lore. At the height of the typhoon, on December 18, 1944, Chief Palermo spotted a leak in a steam line in the engine room, which required a shifting of generators. This delicate operation at such a crucial moment was routinely noted in the engine room log.

Bob Wennerholz and Harry Gray (two newly located shipmates) had unique experiences. Bob is the only man to be present at the Chikaskia's commissioning (1943) and decommissioning (1963). And Harry had the distinct honor of being the plank owner serving the longest tour of duty on the Chikaskia (1943 - 1952).

A few men who served aboard the Chikaskia after WWII - in the fifties and sixties - have attended the reunions. John Fisher, who was aboard at the time of decommissioning in 1963, has been very active and interested. These men have been welcomed and enthusiastically included in our meetings. Comments are invited on this development, with a view towards expanding our membership.

Dick Batdorf gave the benediction and the meeting adjourned.

While the meeting was in progress, walking tours of Annapolis were taken by wives, family members and friends. In the afternoon, a tour of the U.S.Naval Academy was enjoyed by everyone. The Spring Festival was in full swing, and, combined with the tours, made for a festive affair.

A buffet dinner at the U.S.Naval Academy Clipper Club closed out the day's activities. The buffet was excellent, and the club facilities were available for those who stayed on.

SUNDAY, APRIL 29th

Sunday brunch at the inn brought an end to our reunion. Lee Jacobs, Chairman of the Executive Board, announced that Bill Hilliard (North Carolina) had accepted appointment as Chairman of the 1986 Reunion Committee.

On a sad note, Mike Croke's son and his wife arrived about 1100 hours to inform us of his father's death. Mike died a few days prior to the reunion, which he had planned to attend.

Parting was such sweet sorrow, but till we meet again on Cape Cod...

LET GO ALL LINES!

ALL ENGINES FULL AHEAD!

STEADY AS YOU GO!

SOME STATISTICS

IN ATTENDANCE

48 Shipmates

44 Wives

10 Family members

8 Friends

WHERE THEY CAME FROM

California	2
Connecticut	3
Illinois	1
Louisiana	2
Maryland	4
Massachusetts	5
Michigan	1
New Jersey	5
New York	3
North Carolina	1
Ohio	2
Pennsylvania	13
Virginia	4
Washington	1
West Virginia	1

COST

Room: \$ 53 plus tax (double occupancy) per night

Food: Friday night buffet - Holiday Inn \$ 18 per person
Saturday night buffet - Clipper Club \$ 14.50 per person
Sunday morning brunch - Holiday Inn \$ 10.00 per person

ROSTER

PENNSYLVANIA

Bieber, Herman and Lillian
 Braxmier, Joseph and Teresa
 Gingrich, Jack and Arlene
 Heller, Henry
 Karol, George and Phyllis
 Ott, Irvin and Arlene
 Pobuda, Alex and Cathy
 Powers, Louis and Teresa
 Schealer, Paul and Pat
 Smith, Vincent and Kitty
 Urenovich, Al and Inky
 Warburton, Robert and Dorothy
 *Wennerholt, Robert and Jeannette

MASSACHUSETTS

Jessup, Richard and Kay
 Peloquin, Roland and Barbara
 Soper, Don and Marion
 Webber, Burton and Ethel
 Witkowski, Stanley and Lorraine

NEW JERSEY

Batdorf, Dick and Lillian
 Dryburgh, Ken and Polly
 Fisher, John
 Flora, George
 Hyson, Calvin and Ethel

MARYLAND

Jacobs, Lee and Virginia
 *Jones, Robert and Eleanor
 McLaughlin, Jack and Marjorie
 Morelock, Glenn and Dorothy

VIRGINIA

*Campbell, Gerald and Lena
 Clarke, James and Catherine
 Land, Norman and Dorothy
 Street, Al and Sarah

CONNECTICUT

Came, Clifford and Sondra
 *Tolster, Tim and Babe
 Waters, Richard and Sally

NEW YORK

Reina, Anthony and Clare
 *Russo, Jerry and Marguerite
 *Svetz, Joseph and Frances

CALIFORNIA

*Martin, Don and Ruth
 Pultorak, Joseph and Pat

LOUISIANA

Chauvin, Carroll and Laura
 *Mittelstaedt, Charles and Colette

OHIO

Craft, Joyce and Millie
 *Scheiderer, Frank and Ruth Ann

ILLINOIS

*Cavanaugh, Dick and Maureen

MICHIGAN

Roe, Donald and Betty

NORTH CAROLINA

Hilliard, Bill and Margaret

WASHINGTON

McClain, Ed

WEST VIRGINIA

Sites, Charles and Elva

* Attending for first time

SOME ADDRESSES

Campbell, Gerald	15207 Illinois Rd.	Woodbridge, VA. 22691
Cavanaugh, Richard	6579 N. Onarga Ave.	Chicago, ILL. 60631
Jones, Robert L.	SK-1, Box 220-B	Lusby, MD. 20657
Martin, Donald T.	2392 Deodar Road	Pomona, CA. 91767
Mittelstaedt, Charles	527 Hyman Drive	Jefferson, LA. 70121
Russo, Jerry	208 N.Suffolk Ave.	Massapequa, NY. 11758
Svetz, Joseph	Box 246 Coldbrook Road	Bearsville, NY. 12409
Tolster, Tim	27 Edgemont Road	Devon, CONN. 06460
Wennerholt, Robert	544 Ave. A	Trevose, PA. 19047
Scheiderer, Frank	1108 Robin Road	Springfield, OH. 45503
Gray, Harry Stone	760 - 146 Wylomita Blvd.	Harbor City, CA. 90710
Kerr, Charles	3635 S. Shaver #1408	Pasadena, TX. 77504
Brown, James D.	5815 Larkspur	Alexandria, LA. 71447
Taslin, Joseph	152 Kosach St.	Swayerville, PA. 18704

WE MISSED YOU!

Atkin, John and Claire
Auwen, Bryan and Virginia
Boyd, Gillespie and Gerry
Bassel, Benjamin and Elaine
Coopey, George and Melba
Czubek, Henry and Elsie
Chadwell, Glenn
Fahel, Joe and Camille
Gossner, Allyn and Phyllis
Gunderson, Bud and Barbara
Grincato, John and Millie
Holm, Mike and Joyce
Isbell, Joseph and Kathleen
James, Alford
Kritzmanich, Mike
McKeon, Jim and Betty
McCormick, Bill and Cleo
Pennington, R.C. and Vivian
Rohdieck, Heinz
Sheffel, Dick and June
Smith, Warren
Valentine , Val
Mood, Richard
Brown, Robert

YOU ALL WERE MISSED AT ANNAPOLIS

LOOK FORWARD TO SEEING YOU NEXT
YEAR AT CAPE COD!!!

NECROLOGY

Anderson, Roy L.
Bradford, Joseph K.
Brennan, Francis L.
Brookman, Benedict G.
Burger, Ralph W.
Branson, Norman E.
Croke, Mike
Curley, Walter F.
Duncan, Marvin

DeCarlo, Joseph S.
Filkins, James C.
Gotha, George L.
Hasse, Lawrence J.
Hedges, Marvin O.
Hinckley, Edward C.
Ivey, George T.
Johnson, Robert N.
Jakiel, John J.

Kwak, John W.
Payne, Lonnie P.
Murawski, Joseph J.
Morrongiello, A. C.
Quinlan, Terry
Stanious, Paul D.
Wainwright, Aubrey
Wruek, Melvin C.
Shaffner, Albert L.

ACKNOWLEDGEMENTS

THANK YOU.....

My wife, Laura, who really was the Chairman.

My committee: Joyce and Millie Craft, Henry and Elsie Czubek,
Ken and Polly Dryburgh, George Flora, Henry Heller, Richard
and Kay Jessup, Joseph and Pat Pultorak.

The Executive Board: Lee Jacobs, Jack Gingrich and Dick Batdorf
and their wives - Virginia, Arlene and Lillian.

Those who attended the meeting in July 1983: Jack and
Marjorie McLaughlin, Doc Jessup, Jack and Arlene Gingrich,
George Karol, Lee and Virginia Jacobs, Ken Dryburgh, George
Flora

Those who worked so hard at registration: Jack and Arlene
Gingrich, Dick and Lillian Batdorf, Ken and Polly Dryburgh,
Joe and Pat Pultorak, Lynn Jolly, Millie Craft.

Those who handled the tours: Lynn Jolly, Flo Presti, Pat Pultorak.

Those who manned the bulletin boards: Joyce Craft, Jack Gingrich, and Joe Pultorak.

Those who spoke at the meeting: Jack McLaughlin, Dick Batdorf, Lee Jacobs, Jack Gingrich, Ken Dryburgh...and Polly Dryburgh who kept the minutes...and Lillian Batdorf who handled the registration cards.

The high school juniors (Higgins High in Marrero, La.) who handpainted each of "It's Good To The Last Drop" buttons.

The piano player, my niece, Flo Presti...for flying in from New York City to arrange the music for the "Sing-a-Long".

The Chairman of the '85 Reunion, Doc Jessup...whose advice and letters and interest go far beyond the call of duty.

Dick and Lillian Batdorf for sweating out the Saturday afternoon "money" crisis.

Last line: Jack McLaughlin for making it all possible.

DID
I
FORGET
ANYBODY?

I
AM
SORRY!

Serving as Chairman of the 1984 Reunion of the U.S. Chikaskia was an honor and privilege. I am grateful. So I thank all of you.

Carroll Chauvin
June 25, 1984
In the City of New Orleans

U.S.S. CHIKASKIA AO-54

FIFTH REUNION - CAPE COD

May 17-19, 1985

The fifth reunion of the U.S.S. CHIKASKIA was held at the Sea Crest Motel on beautiful Cape Cod in Falmouth, Mass.

Despite the lack of sunshine and warm weather, Cape Cod offered an abundance of attractions. The Sea Crest is situated right at the ocean with a white-sand beach, a heated indoor swimming pool, and superb dining facilities.

Although our reunions commence on a Friday, a number of shipmates and families gathered on Thursday for an early camaraderie.

Our hats off to Doc Jessup and his wife, Kay, for an outstanding performance as our "Chairpersons" and their excellent choice of the Sea Crest Motel.

Friday, May 17

Shipmates and families gathered in the lobby of the Sea Crest during the afternoon. The weather on the Cape was ideal - clear, cool, rain and then sunshine. Old and new acquaintances were renewed - the stories began and continued through dinner and into the evening.

A golf game was held despite the rain. The group agreed to hold a golf game each year and designate the game as the official Haase Memorial golf tournament. This year's winner was Frenchy Peloquin.

Saturday, May 18

The early morning conference was attended by all shipmates, including many of the spouses.

We were honored to have two U.S.S. CHIKASKIA shipmates and their spouses, Bob Grant and Kirby Wright from the 1960 era. Bob gave us a run-down on the activities of the CHIKASKIA many years after the commissioning and the period after WWII. Bob and Kirby are actively seeking other shipmates for forthcoming reunions.

Lillian Batdorf conveyed her technique for tracking shipmates.



Dick and Lillian Batdorf contributed a beautiful American flag to be displayed at each U.S.S. CHIKASKIA reunion. We also have a beautiful U.S.S. CHIKASKIA banner which will be displayed each year.

Ed McClain read excerpts from the diary he secretly wrote during his career aboard the CHIKASKIA. Hopefully Ed will soon complete his book and promised a copy to all his shipmates.

The bottle of "cheer" from the first reunion was transferred from Hank Heller to Dick Waters for safekeeping. The "bottle" will be passed on to another member each year.

Jack Gingrich proudly conveyed the many thoughts and love in the hearts and minds of all for our Lady of the Seas - the U.S.S. CHIKASKIA.

Clif Came read direct messages, which have been de-classified, from the President and Admiral Halsey.

Bill Hilliard, 1986 Chairman, discussed plans for the reunion scheduled for April 18-20 at the Blockade Runner in Wrightsville Beach, N.C. Additional information to be mailed early in 1986.

Dick Batdorf reported a balance of \$428.84 in the treasury.

The meeting was followed by a boat trip to Martha's Vineyard where some shipmates and ladies took a walking tour or bus trip which included the proverbial shopping.

The group picture was taken about 6:30 p.m., followed by a superb dinner from the Sea Crest's extensive menu.

Lee Jacobs presented the Haase Memorial golf trophy for 1985 to Frenchy for his top score.

Jack McLaughlin and his wife, Marge, were commended for their timeless efforts and energy spent on the success of all our reunions.

The U.S.S. CHIKASKIA Log, Editions I and II. These publications were prepared and printed by your CHIKASKIA shipmates - They contain sections from the original logs, including the commissioning and entering Tokyo Bay - also included are official Navy photographs of our ship and the New Jersey and Iowa, ship's history, listing of ships fueled in WWII, recollections, sea-stories, and other fascinating items, including the names of



"almost" every shipmate that we could locate. And again, almost everyone who has attended reunions has one - or more than one copy. We highly recommend you add these books to your library if you have not yet done so. If you wish send request to:

Dick Batdorf
111 West Forget-Me-Not Road
Wildwood Crest, N.J. 08260

\$10. - Copy of First Edition
\$10. - Copy of Second Edition
\$15. - Copy of First and Second Edition

Sunday, April 18

Breakfast was served at an early hour to accommodate long-distance travelers. The lobby was the gathering place for the usual fond farewells and best wishes until the 1986 reunion.

NOTES

A total of 85 attended. Our sincerest appreciation to Frenchy and his wife, Barbara, for taping the Saturday morning meeting, since the group agreed to send the tape to Harry and Bernadette Gray in California.

The efforts of Doc Jessup and his wife, Kay, for making the 1986 U.S.S. CHIKASKIA reunion an unqualified success were appreciated.

The Sea Crest's rates were as follows: - Double occupancy, Modified American Plan (two night's lodging and four meals) was \$122. per person plus Massachusetts state tax was \$128.62. Price per couple was \$128.62 x 2 or \$257.24.



1985 ROSTER

PENNSYLVANIA

Bieber, Herman and Loretta
Braxmier, Joseph and Teresa
Gingrich, Jack and Arlene
Heller, Henry
Karol, George and Phyllis
Ott, Irvin and Arlene
Pobuda, Alex and Cathy
Powers, Louis and Teresa
Schealer, Paul and Pat
Smith, Vincent and Kitty
Urenovich, Al and Inky
Warburton, Robert and Dorothy
*Wright, Kirby and Shirley

MASSACHUSETTS

*Grant, Bob and Bobbie
Jessup, Richard and Kay
Peloquin, Roland and Barbara
*Roberto, Charles and Norma
Soper, Don and Marion
Webber, Burton and Ethel
Witkowski, Stanley and Lorraine

NEW JERSEY

Batdorf, Dick and Lillian
Dryburgh, Ken and Polly
Flora, George

MARYLAND

Jacobs, Lee and Virginia
Jones, Robert and Eleanor
McLaughlin, Jack and Marjorie

CONNECTICUT

Came, Clifford
McKeon, Jim J. and Betty
Waters, Richard

NEW YORK

Reina, Anthony and Clare
Russo, Jerry and Marguerite

OHIO

Craft, Joyce and Millie
Scheiderer, Frank and Ruth Ann

MICHIGAN

*Moore, Normand H. and Annetta
Roe, Donald and Betty

SOUTH CAROLINA

Boyd, G.G. and Gerry

NORTH CAROLINA

Czubek, Henry P. and Elsie
Hilliard, Bill and Margaret

LOUISIANA

Chauvin, Carroll and Laura

ILLINOIS

Cavanaugh, Dick and Maureen

WASHINGTON

McClain, Ed

WISCONSIN

*Dufour, Robert "Joe" and Shyrle

IDAHO

C. Mike Holm and Joyce

* Attending for first time



Division of Naval History, Ships' Histories Section, Navy Department

HISTORY OF USS CHIKASKIA (AO 54)

The fleet oiler USS CHIKASKIA was constructed by the Bethlehem Steel Company, Sparrows Point Shipyard in Baltimore, Maryland in 1943, and was named after the Chikaskia River, whose headwaters rise in central Kansas and empty into the Arkansas River.

USS CHIKASKIA was commissioned on 10 November 1943, and Commander L.J. Hasse, USNR, became her first commanding officer.

The plank owners of CHIKASKIA were 85% inductees, from training centers, but her officers all had previous shipboard experience.

It was not until 15 December 1943, that CHIKASKIA left her berth at the Navy Yard, Portsmouth, Virginia, and made her first cruise, which carried her to Aruba, N.W.I. Her stay in Aruba was brief. The naval warfare in the Pacific, accumulating the terrific momentum of an all out offensive, necessitated the continuous maintenance of fuel lines to the fleet.

The ship sailed for Pearl Harbor, arriving there on 7 January 1944, and moored alongside a sister ship, USS PLATTE.

The crew, now a well shaken-down and organized team, was eager and prepared to become a member of the Task Force, which was already poised to seize the Marshall Islands from the Japs. CHIKASKIA was ordered to join a convoy enroute to Maui a few days later to assist in a fueling task. Completing her first fueling mission, CHIKASKIA joined Task Force 58 at newly-occupied Majuro, the first pre-war Japanese territory taken by U.S. forces.

The vessels of the U.S. Fleet at Majuro, readying for their strikes against Truk, required day and night service.

On 27 February 1944, CHIKASKIA entered the narrow Louella Pass at Majuro Atoll, and struck a coral head when the swift current turned her across the channel. Danger of enemy air and naval forces was also increased with the ship in her hindred predicament, but with skillful assistance another auxiliary vessel, she was released from the coral head undamaged.

On 9 March 1944, CHIKASKIA got underway for Espiritu Santo, New Hebrides. A few days later, a Jap bomber was sighted, but no attack developed.



CHIKASKIA stayed on the move, rendezvousing with combatant ships over countless miles of South Pacific waters. Everywhere the fleet stood ready to hit the Japanese, CHIKASKIA was there --not in the forward fighting lines, but backing up the war ships with the indispensable fuel.

On 18 September, 1944, the oiler departed Manus Island as part of Task Unit 30.8.7 to rendezvous with a fast Carrier Task Force. Five days later, CHIKASKIA's crew accomplished a sea-fueling believed unique in maritime history. On 23 September 1944, during the Palau operation, CHIKASKIA simultaneously fueled two battleships of our latest 45,000-ton class, representing with the oiler's cargo of black oil, diesel, and aviation gasoline, over 125,000 tons of fighting power. Such an enormous tonnage of explosive-laden shipping proceeding side-by-side on their course was considered one of the outstanding seamanship feats of the war. Adding to the complexity of the accomplishment was a necessity for continuing the fueling for two hours after dark.

During a fueling rendezvous with the fast carriers in the Philippine Sea on 18 December 1944, the ship encountered a typhoon in which three destroyers were lost. The intensity and endurance of the typhoon which lasted over 24 hours, was verified by the strewn wreckage and debris seen the following morning.

CHIKASKIA sustained little damage despite the heavy seas which continually covered her main decks and superstructure.

It was during the Okinawa campaign that CHIKASKIA received orders to return to the United States for complete overhaul and repairs. She arrived in Los Angeles Harbor at San Pedro, California, on 22 May 1945.

News of the surrender of Japan was heard when CHIKASKIA was returning to the forward area.

The surrender by Japan did not mean the end of CHIKASKIA's task. Maintenance of the continuous fuel lines to the fleet -- always the primary mission of the navy oilers -- was still her number one job.

After operating off Ulithi for one month, oiler was ordered to join Task Group 16.6 and proceeded to Tokyo Bay. CHIKASKIA anchored in Tokyo Bay on 20 September 1945.

Lt. Commander G. G. Boyd, USNR, commanding officer of CHIKASKIA during the last eight months of the war, was presented a Letter of Commendation signed by Admiral Halsey, then Commander of the THIRD Fleet.



After a hurried period of fueling Allied ships in Tokyo Bay, CHIKASKIA was sent to Northern China and Korea. Her next assignment was that of station oiler at Sasebo, Japan. Sasebo became one of the centers of activity of the U.S. Fleet as well as an important port in Western Japan for repatriation of the Emperor's Troops returning to the "Empire".

Dropping anchor at Sasebo in late November, CHIKASKIA successfully fulfilled her arduous role of station tanker although it frequently required 24 hour service from her crew.

From 26 November 1945 to 31 March 1946, CHIKASKIA fueled 400 ships with a total fuel oil discharge of over 34,500,00 gallons plus issuing 5,475,000 gallons of diesel oil.

CHIKASKIA sailed from Sasebo on 8 April enroute to Behrein, Persian Gulf, for a cargo of black oil and diesel which was subsequently modified to include aviation gasoline.

On 24 April 1946 while in the Arabian Sea, a message was received from USS CACAPON that she had struck a reef in the Persian Gulf, and was unable to control the flooding, and might have to abandon ship.

USS CHIKASKIA, who was 920 miles distant, acknowledged the message, and increased her speed to maximum.

Later in the day, another message from CACAPON was received stating that she no longer was in immediate sinking and that two merchant tankers, SS FORT ERIE and SS FORT STANWIX were proceeding to unload fuel from her tanks.

CHIKASKIA sighted CACAPON on 26 April and on 30 April towed her to Bahrein.

At the time of CACAPON's mishap, she had been enroute to Bikini for the "Crossroads" operation. CHIKASKIA, who had been scheduled to return to Tokyo Bay for assignment to "shuttle-service" was substituted in replacement.

CHIKASKIA set something of a record during the war months by cruising 86,050 miles, despite the 480 ships fueled at sea. CHIKASKIA now tops the 100,000 mile score.

Information received on January 15, 1984 from the Ship's Historical Branch of the Naval Historical Center, Washington, D.C. indicated that the U.S.S. CHIKASKIA was striken from the U.S. Navy Register on December 1, 1976. She was sold in June, 1982 to Eastern Overseas. There was no further name or address recorded.



CAMPAIGN AND SERVICE MEDALS

American Defense Medal
Asiatic-Pacific-Area Service Medal
Philippine Defense Medal
Japanese Occupation Medal
China Service Medal
American Victory Medal

CHIKASKIA earned 6 Battle stars on the Asiatic-Pacific Area Service Medal for the following operations:

- 1 Star/Marshall Island Operation
Occupation of Kwajalein and Majuro Atolls -- 29 January to 8 February 1944
- 1 Star/Western Caroline Islands Operation
Assaults on the Philippine Islands -- 9 September to 24 September 1944
- 1 Star/Leyte Operation
Luzon Attacks -- 14 December to 16 December 1944
- 1 Star/Luzon Operation
Formosa Attacks -- 15 January and 21 January 1945
Nansei Shoto Attack - 22 January 1945
China Coast Attacks -- 16 January 1945
- 1 Star/Iwo Jima Operation
Assault and Occupation of Iwo Jima -- February to 5 March 1945
- 1 Star/Okinawa Gunto Operation
Fifth and THIRD Fleet raids in support of Okinawa Gunto Operation -- 16 March to 17 April 1945

STATISTICS

OVERALL LENGTH	553 feet
BEAM	75 feet
SPEED	18 Knots
DISPLACEMENT	23,235 tons



BANZAI FLAG

From Majuro Atoll in the Marshall Islands, February 1944

祝捷勝之日不入空太行師大校

忠勇誠實最上

神州不滅

斯時勝滅為最完

必勝

不動

大勝

正勝

大勝

銀星

大勝

明劍

大勝

至誠

神力萬國無敵勝利

神君萬能勝利

初春閏安養月

日本示威力

三浦彌

日本萬歲

裕仁天皇萬歲

勝利長久

高橋利男

DATA SHEET

for the student's final project assignment

Final Project Report

Project Title:

Project Description:

Project Objectives:

Project Methodology:

Project Findings:

Project Conclusion:

Project Impact:

Project Lessons Learned:

Project Next Steps:

Project References:

Project Appendices:

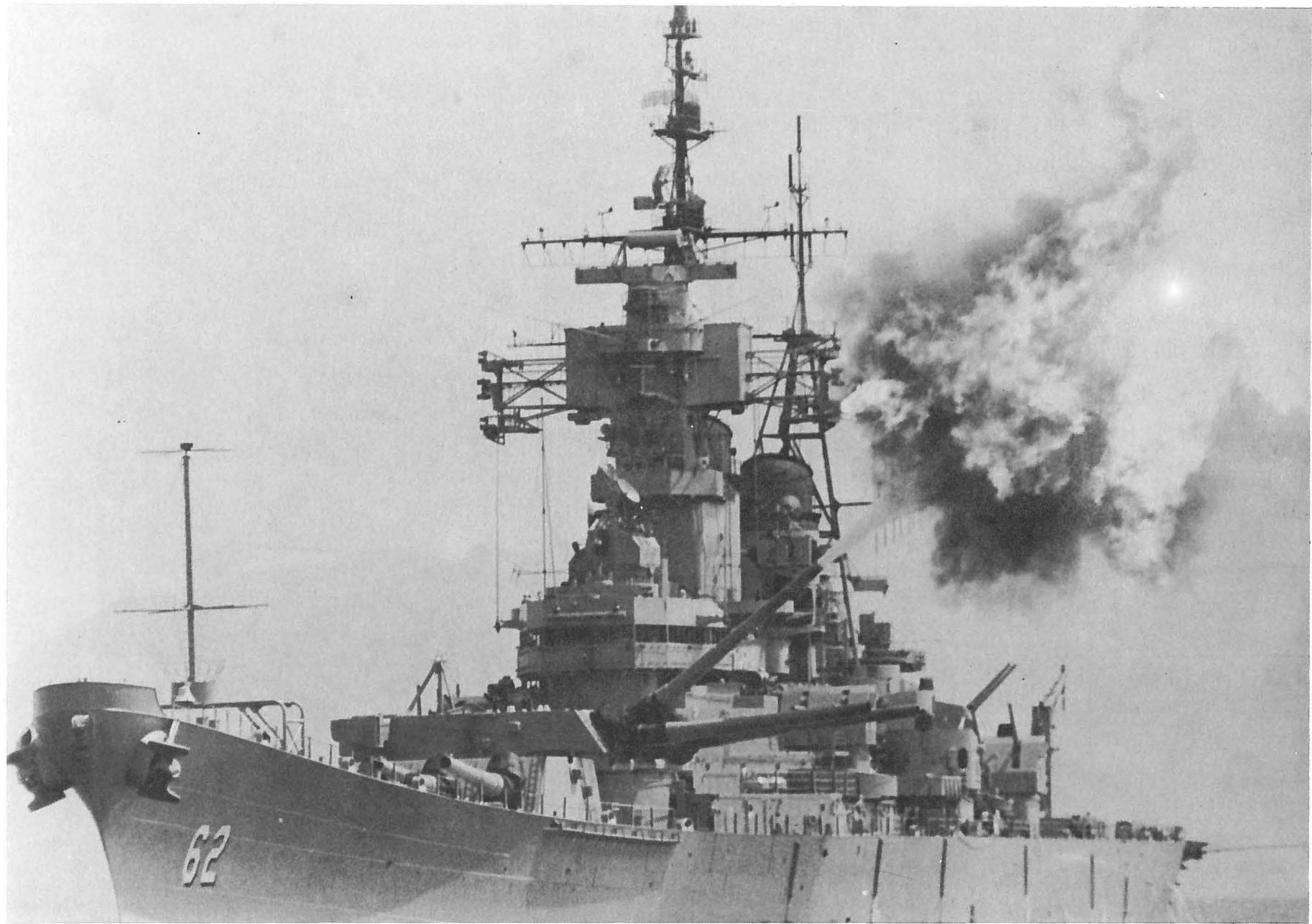
Project Signatures:

Project Date:

Project Location:

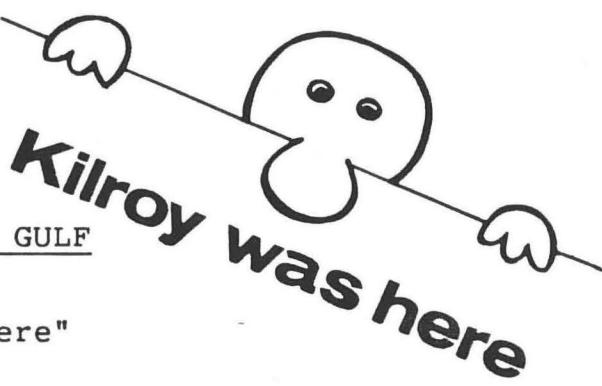
Project Status:

U.S.S. NEW JERSEY (BB-62)



OFFICIAL NAVY PHOTOGRAPH
CHIKASKIA SIMULTANEOUSLY REFUELED THE NEW JERSEY AND
IOWA ON SEPTEMBER 23, 1944 . . . CONSIDERED ONE OF THE
OUTSTANDING SEAMANSHIP FEATS OF WW II.





REMEMBRANCES OF LEYTE GULF

"The CHIKASKIA Was There"

General Douglas MacArthur made a promise to the people of the Philippines as he stepped aboard a Navy PT boat on March 11, 1942 which carried him away from Bataan. He said, "I will return." It took him two years and seven months to keep that promise. On October 21, 1944 General MacArthur waded ashore from a landing craft on the beach in Leyte Gulf. By that date the General had led one of the largest invasions in warfare to victory; and the supporting Naval forces had defeated the Imperial Japanese Navy in the most dramatic sea battle in history --- and

"The CHIKASKIA Was There"

The historic battle of Leyte Gulf is a classic example of naval warfare and has been taught in military academies and colleges throughout the world. The strategies and tactics employed by the opposing forces have been the subject of countless words and innumerable books and articles. The purpose of this brief outline is simply to acquaint the reader with a short summary of the battle -- and to note that, "The CHIKASKIA Was There."

During the final weeks in September 1944 and the beginning of October, the powerful Third Fleet was making preparations to support MacArthur's invasion of the Philippines. Many units were anchored in Ulithi; one of the West Caroline Islands in Micronesia. Ulithi, an atoll, was simply a ring of coral surrounding a very deep blue lagoon. The coral had grown on top of an extinct volcano and as the volcano slowly sank to the bottom of the sea, the coral continued to grow on the top and on the sides of the slope. Finally, tips were above water forming many small islands with a central lagoon.

CHIKASKIA was one of many ships present. Since she was loaded with fuel oil and high octane gasoline, she was anchored with other oilers and ammunition ships at the far end of the lagoon for obvious reasons. Most of the days were spent in preparing for what was rumored as the forthcoming great naval battle in the Pacific. Every ship was overhauling engines, radars, gyros, radios, guns, and



all pieces of equipment necessary for the mission. Fuel, ammunition and supplies were filled to the top. The mail room operated 24 hours a day. And it was hot, stifling hot, and air conditioning didn't exist.

For recreation every third or fourth day we cruised across the lagoon for approximately twelve miles in our life boats after being inspected by the Officer-of-the Deck before leaving the ship. We were always impeccably dressed with shined shoes, short hair, clean-shaven, square hat and a fresh uniform. The area of recreation was a small island, part of the atoll, and named Mog-Mog. At one time it had been the royal seat of the King of Ulithi -- who had been removed to another island with his Queen, maidens and body guards. Mog-Mog had a few royal palms of over-towering heights, coconuts, sand, and a beautiful quiet ocean. The facilities included several soft-ball diamonds, sand, volleyball courts, sand, and a boxing ring -- complete with punching bags, gloves, and more sand. The favorite facility, by far (and removed) was the beer canteen. I believe it was ten cents a can. On good days we had Budweiser, on bad days we drank ACME which had been made in a small town on Puget Sound a few weeks before and any resemblance to good old German lager or pilsner was at best, coincidental. In any event, whether Bud or ACME, hundreds and thousands of cans of beer were consumed on this tiny sand pile, and you can bet "The CHIKASKIA Crew Was There." Slowly, but surely, we all knew that it was only a matter of time before Mog-Mog would quietly sink into the blue lagoon under the weight of empty beer cans. At 1600 liberty was over and the long ride back to the ship began -- not much sand now, but lots of blistering sunshine. Chow down at 1700! If it was a good day, it would be pork chops and rice and a waldorf salad. Not bad really, and at that time forty years ago, it was pretty darn good. On bad days it was Australian mutton - but that's another story. You are probably saying, "What has that got to do with the battle of Leyte Gulf?" The answer is -- probably not much -- but that was what we were doing. We worked very hard to prepare for the forthcoming operation; and relaxed every third afternoon with as many beers as we could beg, borrow, buy or steal -- but again, that could also be another story.

Our orders to sail were received after a few weeks and we got underway with the mightiest naval forces in the world. Halsey's forces included battleships, aircraft carriers, cruisers, destroyers, and within sight of these great warships came the auxiliaries -- mostly oilers and



ammunition ships. We steamed out of the lagoon in deep water separating two small islands. As we did, we reported to Task Group 30.8 for duty. Our Group Commander was Captain Jasper and under his capable leadership we took part in some of the more eventful days of the war. On the TBS (ship-to-ship-radio) he was "Suez," and our group was "Bloodshot." CHIKASKIA'S call was Balderdash. We had departed Ulithi. The mission of the Third Fleet was to provide air and surface support for the Leyte Invasion. The Third Fleet was heading west-south west, and ---

"The CHIKASKIA Was There"

General Douglas MacArthur had set October 20, 1944 as the day to invade the Philippine Islands. Under his supreme command, the troop transports and the combat ships supporting the landings comprised the US 7th Fleet, commanded by Vice-Admiral Thomas Kinkaid. The force was in fact a huge armada of amphibious ships which included 430 transports with 175,000 men from which the US Sixth Army embarked. These ships were approaching Leyte from the south.

Tokyo Rose, the radio siren, came on loud and clear these days. Sometimes we were angered by her announcements, but I believe mildly amused most of the time. We had few diversions. Girls were only in our dreams. The boredom of waiting was punctuated only by the tension of not knowing what the future would bring. So Tokyo Rose was perfect as a topic of banter and scuttle-butt. She had eyes everywhere. She always seemed to know where our forces were and what their destination was. But apart from the unpleasant remarks, she entertained us with some laughs, news at home, and excellent state-side music. It was rather fascinating to listen to the "nisei" girl with the almond shaped eyes transmitting "Begin the Beguine" while looking at a pin-up of Betty Grable over one's bunk. The impending battle gave Tokyo Rose plenty to broadcast about over her short wave radio -- although her version was highly inaccurate.

Japan knew by this time in the war that they must hold the Philippines or lose all control of the vast areas they had overrun during the prior two years. Japan desperately needed the vital supply routes for essential raw materials, and particularly oil from the East Indies and Malaya. The Philippines were the key to the protection of these supply routes. American victories in the Marshall and Caroline Islands meant that the outer perimiter of the Japanese



Empire was pierced, and "The CHIKASKIA Was There." The capture of Saipan, Tinian and Guam gave America control of the Marianas. General MacArthur had fought victoriously through New Guinea with the U.S. Sixth Army and scores of ships were now entering the Philippine area. If MacArthur was again victorious in the Philippines, supply routes would be cut, the Japanese Fleet would be starved of oil, ammunition, and naval stores. Japan itself would be isolated.

Japan found herself threatened with defeat as she had not been since seven centuries earlier when she had been saved by the Kamikaze - the Divine Wind - which scattered the invasion fleet of the Chinese Emperor, Kubla-Khan. And that tactic, Kamikaze, was extensively used in the battle for Leyte Gulf. The Japanese forces, while very strong in warships, were definitely inferior to the Third Fleet's air power. Kamikaze aircraft hoped to equalize that. Their use was a last desperate charge of the Imperial Navy in the true Samurai tradition before going down fighting to the death.

General MacArthur stormed ashore on October 21, 1944 on Leyte Island in the heat of the Philippines, announcing his famous "I have returned." Admiral Halsey and his Third Fleet defended the landing of the Leyte beach head and came to grips with the Imperial Navy --- and

"The CHIKASKIA Was There"

In the battle, the Imperial Navy lost 34 ships including three battleships (MUSASKI, FUSCO, and YAMASHIRO), four aircraft carriers (ZUIKAKA, CHIYODA, ZUIHO, and CHITOSE), 10 cruisers (ATAGO, MAYO, CHAKAI, SUZUYA, CHIKUMA, MOGAMI, TAMA, KIMU, ABAKUMA and NOSHIRO), 13 destroyers and five submarines. Loss of the super battleship MUSACHI was a particularly difficult loss for the Japanese. The supposedly indestructible dreadnought took 20 torpedos and 17 direct bomb hits before rolling over on her side and taking half of the 2200 crew with her to the bottom. Finally, the major significance of the battle lay in the sinking of the four aircraft carriers. Without any carriers, the remaining battleships were helpless. The Imperial Japanese Navy from that day was rendered useless.

U. S. losses were comparatively light.

The fortunes of war shifted decisively at Leyte. Whatever chance Japan might have had of winning the war in the



Pacific was irretrievably lost. General MacArthur kept his promise. Admiral Halsey led the Third Fleet to the greatest naval victory in history. The CHIKASKIA, as every other ship, did her job well.

RADIO MESSAGE

FROM: THE COMMANDER OF THE U.S. THIRD FLEET

TO: THE U.S. THIRD FLEET

INFO: U.S. PACIFIC FLEET, SECRETARY OF THE NAVY, SECRETARY OF THE ARMY

SPECIAL INFO: PRESIDENT OF THE UNITED STATES

"THE BATTLE OF LEYTE GULF HAS BEEN A HARD AND HISTORIC OPERATION X YOU HAVE BEEN DRIVEN ALMOST BEYOND ENDURANCE BECAUSE THE STAKES WERE HIGH AND THE LIVES OF MANY AMERICANS WOULD BE SPARED IN LATER OFFENSIVES IF YOUR WORK WAS WELL DONE NOW X I AM SO PROUD OF YOU THAT NO WORDS CAN EXPRESS MY FEELINGS X SUPERLATIVELY WELL DONE X SIGNED:

ADMIRAL BILL HALSEY--- and

"The CHIKASKIA Was There"





TYPHOON

Kilroy was here AND THE U.S.S. CHIKASKIA

On December 18, 1944, a destroyer escort, the USS TABBERER rolled 72 degrees to one side and was still afloat. Fifty degree rolls no longer amazed anyone but a swinging mast finally buckled and dangled dangerously over the starboard side. A damage control party braved the savage waves that swept over the slippery decks and cut it loose with a torch. Now at least, everyone on the TABBERER was breathing easier. A Chief Radioman was busy rigging an emergency antenna between the Flag bag and a gun mount when he heard a shout. Looking in the direction of the cry, he saw a man off the starboard beam - and yelled "Man overboard".

The Captain sailed downwind and then turned upwind as though he was approaching a mooring buoy. He lost steering control as he slowed speed in the heavy sea and wind. Cross seas drove the bow of his ship away from the exhausted man in the water. The ship headed upwind again and turned broadside to the wind. Once broadside, the steep rolls dipped the edge of the main deck into the water. Rolling toward the struggling sailor, everyone on deck wondered if the man overboard would be rescued or swept away.

When closer, the man was directed to put the line that was thrown under his arms. Weak, but still conscious, he did as he was told. When the ship came out of a slow roll and the water washed away, the man was pulled on deck as if he were a big fish. He was unconscious and carried below; but lived to tell the tale. It was quickly determined that he was not a member of the TABBERER. He was, however, a member of the crew of the destroyer HULL and this was the first indication that a destroyer had capsized in the typhoon. During the next 48 hours the TABBERER performed incredible feats of seamanship and rescued dozens of drowning men from the sea.

The TABBERER was one of many Third Fleet warships heading for a rendezvous about 500 miles east of the Philippine Islands in the South China Sea. This rendezvous was ordered immediately after the invasion of MINDORO so that the Fleet could replenish its beans, bullets, and black oil and then continue its attacks against the Japanese in the Philippines. Supplies in ships were running out and some were dangerously low on fuel oil.



Meanwhile, one of the worst typhoons in history was roaring and whirling its way into the very center of the replenishment area. Some ships had already pumped out their ballast and began to bounce and toss upon the enormous swells like tiny corks. Three of those ships were destroyers - HULL, SPENCE, and MONAGHAN. All eventually rolled over and sank with the loss of 769 lives.

Severe damage was suffered by eight aircraft carriers, a cruiser, several other destroyers, and a variety of auxiliaries. Nearly 150 planes were lost off carrier decks. Raging seas and screaming winds became the enemy. Japan for the moment was put aside as the lesser of two evils. Acts of bravery, endurance, and skill were the order of the day for men in the Third Fleet. By the time ships had arrived at the rendezvous, mountainous seas had built up and prevented any from maneuvering alongside others for replenishment.

The rendezvous position lay in the normal track for typhoons. Radio weather reports, search planes to report the storms, radar, meteorologists, and all the instruments and equipment science could provide were available. Regardless, we found ourselves in the midst of overpowering winds and seas. The old seaman's rule-of-thumb for locating a storm center, "Face the wind and the center lies ten points to your right", would have proved a far better tool than all of modern science.

CHIKASKIA was caught in the most dangerous quadrant of the typhoon and had no alternative other than riding it out. Waves were 50 to 60 feet from crest to trough. Winds were recorded in excess of 120 MPH. Visibility was limited to a few yards during the severest gusts and was seldom more than a few hundred yards at best. The air was filled with foam; the sea completely white with driving spray. At the center of the shrill and converging winds was the "eye", which was 12 miles in diameter. It was the most interesting part of the typhoon, this vacant, immobile eye ringed by tempestuous winds. It was filled with battered and frightened birds. Temperatures within the eye were significantly higher than outside in the storm. Waves were boiling and simply overwhelming. Winds inside the eye reduced by half of that outside. When the storm finally abated, CHIKASKIA licked her wounds and was among the very first to report "Ready for Duty."



The HULL, SPENCE and MONAGHAN were among those ships which were preparing to fuel from us when the storm struck. They were now at the bottom of the South China Sea.

Some days later, the TABBERER presented a strange sight steaming into Ulithi Lagoon for repairs. Her topside was severely ripped and torn, and her mast was no longer in existence. When she came into view of the giant USS NEW JERSEY, she received a blinker message from the battleship, "WHAT TYPE OF SHIP ARE YOU?" The bloody, but unbowed tiny ship replied, "DESTROYER ESCORT. WHAT TYPE ARE YOU?" She didn't get an answer.



U.S.S. CHIKASKIA (AO-54)

SONGS

Among the many songs that were popular during the WWII years, the following were selected by our musical experts - Dick Batdorf and Cliff Came - as being those most sung and enjoyed by the warriors on the big "C".

White Christmas	Bugle Boy of Co. B.	I'll be Seeing You
Don't Sit Under the Apple Tree	Deep Purple	Deep in the Heart of Texas
Bell Bottom Trousers	Penn 6-5000	Harbor Lights
Mairze Dotes	Marie	At Topeka and Santa Fe
Dreams	When the Lights Go on Again	There I've Said it Again
I Don't Know Why	Heartaches	It's been a Long, Long Time
Maria Elena	I'll be Home for Christmas	Rum & Coca Cola
Don't Fence Me In	Tangarine	For Me and My Gal
I'll Never Smile Again		Penn Polka
Chattanooga Choo Choo		Working on the Railroad

"WHITE CHRISTMAS"

I'm dreaming of a White Christmas just like the ones I used to know -
Where the tree tops glisten - and children listen - to hear sleigh bells in the snow -
I'm dreaming of a White Christmas with every Christmas card I write -
May your days be merry and bright and may all your Christmases be white.

"Don't Sit Under the Apple Tree"

Don't sit under the apple tree, with anyone else but me -
Anyone else but me - anyone else but me
No! No! No!
Don't sit under the apple tree, with anyone else but me -
Till I come marching home.

"Mairze Dotes"

Mairze Dotes and Dozie Dotes and little Lambsie Divy
A kittley divey too - wouldn't you?
If the words sound queer and funny to your ear; a little bit jumbled and jivvy -
O - mairze dotes, etc., etc.

"Dreams"

Dream, when you're feeling blue,
Dream, that's the thing to do.
Watch while the smoke rings rise in the air
You'll find your share of memories there.
So dream when the day is through
Dream and they might come true
Things never are as bad as they seem
So dream, dream, dream.



"I Don't Know Why"

I don't know why I love you like I do,
I don't know why, I just do.
I don't know why you thrill me like you do.
I don't know why, you just do.
You never seem to want my romancing,
The only time you hold me is when we're dancing,
I don't know why I love you like I do,
I don't know why, I just do.

"Bell Bottom Trousers"

I
There was a young barmaid, down on Cherry Lane.
Her mistress was good to her, her master was the same.
Along came a sailor who sailed the seven seas.
He was the cause of all her miseries.

CHORUS

Singing bell bottom trousers, coats of navy blue
Swinging through the riggin, like her daddy used to do.

II

He asked her for a hankerchief, to tie around his head,
He asked her for a candle to light his way to bed,
And like a foolish maiden, thinking of no harm,
Jumped in beside him to keep a sailor warm.

REPEAT CHORUSIII

Early next morning, before it was break of day,
He left a five pound note and a letter, this to say,
I'm sorry my dear maiden for all the harm I've done,
You may have a daughter, you may have a son,
And if you have a daughter, bounce her on your knee
And if you have a son, then send him out to sea.

REPEAT CHORUSIV

Now the moral of my story, as you can plainly see,
Is never trust a sailor an inch above your knee,
And if you ever do, make it very clear to him,
Its a hell of a lot farther than you'd let a soldier in.



USS CHIKASKIA (AO-54)

TOP SECRET

CODE NO-1

1. Dear Darling-----Pearl Harbor
2. My Dearest-----Australia
3. Darling-----New Zealand
4. Hello Darling-----Gilbert Islands
5. Dearest-----Alaska
6. Hello Honey-----Fuji Islands
7. Dear Sweets-----New Caladonia
8. Virginia-----Truk
9. Dear Virginia-----Caroline Islands
10. Dearest Darlings-----New Hebrides
11. My Dearest Dottie-----Marshall Islands
12. Dear Family-----Guadalcanal
13. Hello Family-----Admiralty Islands
14. Hi Babe-----Panama Canal

NO-2 (28 Sep 1944)

1. Dearest Darling-----Manus Island
2. Dearest Darlings-----Palau Islands
3. Dear Wife-----Philippines
4. Dear Family-----Pearl Harbor
5. Dear Wife-----Guam
6. Dear Virginia-----Japan
7. Dearest Virginia-----Formosa Island
8. Darling-----New Guinea
9. Hello Family-----Caroline Islands
10. Dear Family-----Saipan



EXCERPTS OF MESSAGES TO CHIKASKIA

From: Commander-in-Chief United States Pacific Fleet
To: U.S. Pac. Flt; Secretary of the Navy, Secretary of the Army
Information: British Pacific Fleet
Subject: Unconditional Surrender

MESSAGE 1

Since 25 August 1945, powerful forces of the Pacific Fleet have been assembling for operations in connection with the forthcoming occupation of Japan. The naval forces scheduled to enter Japanese waters are under the operational control of Admiral William F. Halsey, Commander, Third Fleet, aboard his flagship USS MISSOURI. Forces include:
Battleships: Iowa, Idaho, Indiana, New Mexico, and others.
Aircraft carriers: WASP, Intrepid, Yorktown, Lexington, and others.
Escort carriers: Gilbert Islands, Roi, Munda, Hollandia, and others.
Cruisers: Chicago, Quincy, Portland, Wilkes-Barre, and others.
Destroyers: O'Bannion, O'Brien, McKee, Healy, and others.
Destroyer escorts: McClelland, Connolly, Crowley, Buchanan, and others.
Tankers: CHIKASKIA, NANTAHALA, CACAPON, and others.

Also included: Minesweepers, Hospital Ships, Fleet Tugs, Destroyer Tenders, Submarine Tenders, LST's, LCIs, LSD's, ammo and cargo ships, and many other auxiliaries.

British Pacific Fleet forces include:
Battleships: HMS Duke of York, HMS King George.
Aircraft Carrier: HMS Indefatigable.
Cruisers: HMS Newfoundland, HMS Gambia.
Destroyers: HMS Tenacious, HMS Napier, HMS Troubridge, and others.



MESSAGE 2

On August 27 1945, victorious ships and units of the U.S. and British Pacific Fleet began steaming into Tokyo's Sugami Bay.

MESSAGE 3

On 30 August 1945, the allied occupation of Japan began with the arrival of units of the U.S. 1st Marine Division at YOKASUKA Naval Base and the U.S. Army's 11th Airborn Division at ATSUGI air base.

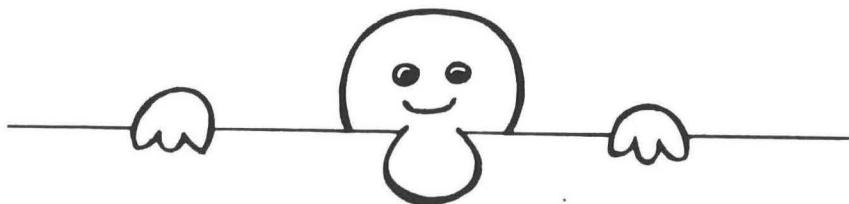
MESSAGE 4

On 2 September 1945, Japan surrendered. Foreign Minister Mamoru Shigemitsu signed the formal instrument of surrender for Japan in Tokyo Bay aboard USS MISSOURI. General of the Army, Douglas MacArthur signed for the Allied Powers, Fleet Admiral Chester W. Nimitz for the United States, General Hsu-Chang for China, Admiral Sir Bruce Fraser for the United Kingdom, Lt. General K. Derevyanko for the Soviet Union, General Sir T. Blaney for Australia, Col. M. Cosgrove for Canada, General J. Le Clerc for France, Admiral Helfrich for the Netherlands, and Air Vice Marshall Sir L. Isitt for New Zealand.

After all had signed, General MacArthur spoke a final word: "Let us pray that peace be now restored to the world and that God will preserve it always. These proceedings are now closed."

World War II is ended.

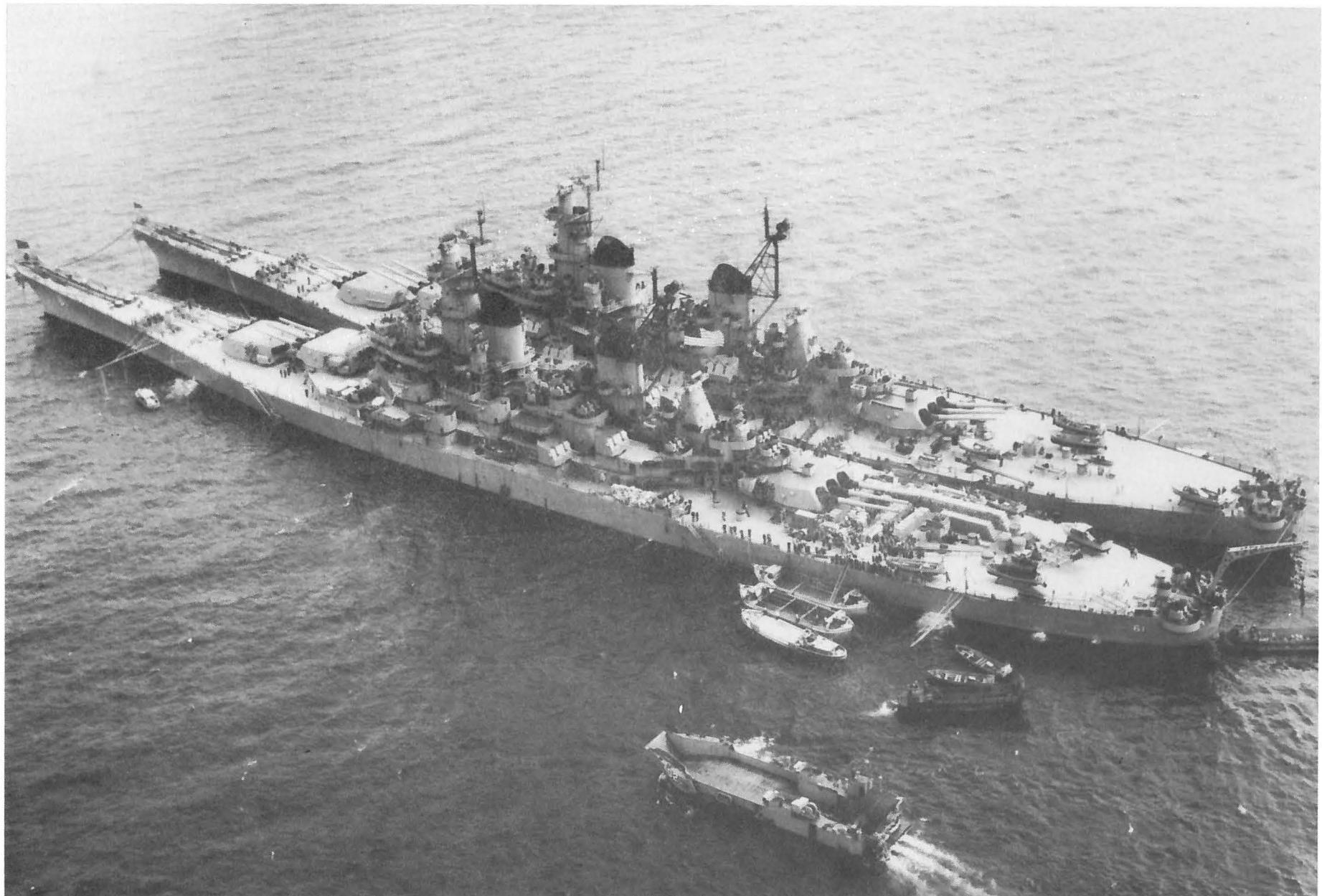
AND KILROY WAS PUT TO BED!





U.S.S. IOWA (BB-61)

U.S.S. MISSOURI (BB-63)



OFFICIAL U.S. NAVY PHOTOGRAPH
SIDE-BY-SIDE IN TOKYO BAY, JAPAN IN SEPTEMBER 1945. IT WAS
HERE THAT CAPTAIN BOYD WAS AWARDED A LETTER OF
COMMENDATION BY ADMIRAL WILLIAM F. HALSEY, USN.





LOG BOOK

OF THE

U. S. S.

CHIKASKIA

AO-54

IDENTIFICATION NUMBER

COMMANDED BY

Commander Gillespie G. Boyd

, U. S. N. R.

Attached to

Division,

Squadron,

Flotilla,

Commander Third

Fleet,

Commencing September 1, 1945 ,

at 0000 ,

and ending September 20, 1945 ,

at 0000 in Tokyo Bay, Japan

August 15, 1945 President Truman announced unconditional surrender of Japan.

September 20, 1945 U.S.S. Chikaskia anchored Tokyo Bay, Japan
as part of the Forces of Occupation

WATER USE

Water is used in almost every aspect of our lives. It is used for drinking, cooking, washing, cleaning, and many other purposes. Water is also used in industry, agriculture, and for recreation.

Water is a valuable resource that must be conserved. Conserving water means using it wisely and efficiently. This can be done by reducing water waste, repairing leaks, and using water-saving devices.

Water is a precious resource that we must protect. We must use it wisely and efficiently to ensure that there will be enough water for future generations.

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U.S.S. CHIKASKIA (AO-54)



OFFICIAL U.S. NAVY PHOTOGRAPH
U.S.S. CHIKASKIA (AO-54)
SEPTEMBER 20, 1945 TOKYO BAY



SHIPS FUELED BY U.S.S. CHIKASKIA (A0-54)

"CONTENTS"

- PAGE (a) Type Letters and Indicators
PAGE (b) Classes of Ships Within A Type
PAGE (c) Classes of Ships Within A Type (Con't.)

PAGES 1
TO 20 Date, Name, Class & Number Of Ships Fueled



TYPE LETTERS AND INDICATORS

- A AUXILIARIES
- B BATTLESHIPS
- C CRUISERS
- D DESTROYERS
- H -----
- J COMMANDER INDICATOR
- L AMPHIBIOUS INDICATOR (PHIB)
- M MINE VESSELS
- P PATROL VESSELS
- R AIRCRAFT CARRIERS
- S SUBMARINES
- V AIRCRAFT (H.T.A.)
- VZ AIRSHIPS (L.T.A.)
- W COAST GUARD VESSELS
- Y DISTRICT CRAFT



CLASSES OF SHIPS WITHIN A TYPE

ABSD	Advances Base Sectional Docks
ACM	Auxiliary Mine Layers
AD	Destroyer Tenders
AE	Ammunition Ships
AF	Provision Storeships
AFD	Mobile Floating Drydocks
AG	Auxiliaries, Miscellaneous
AGC	Amphibious Force Flagships
AGO	NTB Tenders
AGS	Surveying Ships
AH	Hospital Ships
AK	Cargo Ships
AKA	Cargo Ships, Attack
AKN	Net Cargo Ships
AKS	General-Store Issue Ships
AKV	Cargo Ship And Aircraft Ferries
AM	Mine Sweepers
AMc	Mine Sweepers, Coastal
AMc (U)	Mine Sweepers, Coastal (Underwater Locator)
AN	Net Laying Ships
AO	Oilers
AOG	Gasoline Tankers
AP	Transports
APA	Transports, attack
APB	Barrack Ships, Self Propelled
APC	Coastal Transports (small)
APD	High Speed Transports
APH	Transports for Evacuation of Wounded
APL	Barrack Ships, Non Self-propelled
APV	Transports and Aircraft Ferries
AR	Repair Ships
ARB	Repair Ships, Battle Damage
ARD	Floating Drydocks
ARG	Repair Ships, Internal Combustion Engine
ARH	Heavy-Hull Repair Ships
ARL	Repair Ships, Landing Craft
ARS (D)	Salvage Lifting Vessels
ARS	Salvage Vessels
ARS (T)	Salvage Craft Tenders
ARV	Aircraft Repair Ships
AS	Submarine Tenders
ASR	Submarine Rescue Vessels
ATA	Ocean Tugs, Auxiliary
ATF	Ocean Tugs, Fleet
ATO	Ocean Tugs, Old
ATR	Ocean Tugs, Rescue
AV	Seaplane Tenders
AVD	Seaplane Tenders (Destroyer)
AVP	Seaplane Tenders (Small)
AVS	Aviation Supply Ships
AW	Distilling Ships



Classes of Ships Within A Type (Con't.)

BB	Battleships
CA	Heavy Cruisers
CB	Large Cruisers
CL	Light Cruisers
CM	Mine Layers
CMC	Mine Layers, Coastal
CV	Aircraft Carriers
CVB	Aircraft Carriers, Large
CVE	Aircraft Carriers, Escort
CVL	Aircraft Carriers, Small
DD	Destroyers
DE	Destroyers Escort Vessels
DM	Light Mine Layers
DMS	Mine Sweepers, High Speed
IX	Unclassified Vessels
LCI	Landing Craft
LCI (L)	Infantry (Large)
LCI (FF)	(Flotilla Flagships)
LCI (G)	(Gunboats)
LCI (R)	(Rocket)
LCI (M)	(Mortar)
LCS (L) (3)	Landing Craft, Support (Large)
LCT (5) (6)	Landing Craft, Tank, MK V, VI
LSD	Landing Ships, Dock
LSM	Landing Ships, Medium
LST	Landing Ships, Tank
LSV	Landing Ships, Vehicle
PC	Submarine Chasers (173')
PC (C)	Submarine Chasers (173') (Control)
PCE	Patrol Vessels, Escort (180')
PCE (C)	Patrol Vessels, Escort (180') (Control)
PCS	Submarine Chasers (136')
PCS (C)	Submarine Chasers (136') (Control)
PE	Eagles
PF	Frigates
PG	Gunboats
PGM	Motor Gunboats
PT	Motor Torpedo Boats
PY	Yachts
PYC	Yachts, Coastal
SC	Submarine Chasers (110)
SC (C)	Submarine Chasers (110) (Control)
SS	Submarines



SHIPS FUELED BY U. S. S. CHIKASKIA

AND DATES OF SAME

** ARE SHIPS THAT FUELED U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
1/14/44	USS NATOMA BAY	CVE	62
1/21/44	USS ALCYONE USS SANTA FE USS GUNSTON HALL USS LOUISVILLE USS BILOXI USS MOBILE USS POTTERFIELD USS HARADAN USS JOHNSTON USS HOPEWELL USS DALE USS PALMER	AKA CL ARD CA CL CL DD DD DD DD DD DMS	7 80 5 28 80 63 683 585 557 681 553 5
1/28/44	USS RADFORD	DD	446
2/04/44	USS YORKTOWN	CV	10
2/05/44	USS ENTERPRISE USS BELLEAU WOOD USS THE SULLIVANS	CV CVL DD	6 24 537
2/06/44	USS STEMBELL USS POTTER USS OWEN ** USS SAUGATUCK ** USS NEOSHO	DD DD DD AO AO	644 538 536 75 48
2/07/44	USS STERETT USS STACK	DD DD	407 406
2/08/44	USS LOUISVILLE USS MONTEREY USS KASKASKIA USS GREER USS DEEDE	CA CVL AO DD DE	60 26 27 145 263
2/09/44	USS BELLEAU WOOD USS PLATTE USS GATLING USS MC'CALLA USS GRAYSON	CVL AO DD DD DD	24 24 671 488 435
2/10/44	USS DIONNE USS WILEMAN	DE DE	261 22



U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
2/11/44	USS HUNT USS POTTER USS NECHES USS MILLICOMA USS IZARD	DD DD AO AO DD	674 538 47 73 589
2/12/44	USS MARTIN USS STADFIELD USS GRIENER	DE DE DE	30 29 37
2/18/44	USS CAHABA	AO	82
3/01/44	USS LST 271	LST	271
3/11/44	** SS LUNDYS LANE	---	MERCHANT
3/12/44	USS ENTERPRISE USS WHITEHURST USS ENGLAND	CV DE DE	6 634 635
3/13/44	USS BELLEAU WOOD USS BILOXI USS OAKLAND USS PRINCETON USS CARVEN USS CASE	CVL CL CL CVL DD DD	24 80 90 23 382 370
3/14/44	USS Langley USS SUAMICO	CVL AO	27 49
3/21/44	USS WARD USS SPRINGHAM USS WATERS USS CROSBY USS DICKERSON USS LOVELACE USS KILTY USS DENT USS TALBOT	APD APD APD APD APD DE APD APD DD	16 6 8 17 21 198 15 9 7
3/22/44	USS STANLEY USS THATCHER USS SPENCE USS DYSON	DD DD DD DD	478 514 512 572
3/23/44	USS GATLING USS BILOXI USS BRONSON USS COTTON USS DORTCH USS HEALY USS OAKLAND USS BELLEAU WOOD USS CRAIG	DD CL DD DD DD DD AA CVL DE	671 81 668 669 670 672 90 24 201



U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
3/24/44	USS NATOMA BAY USS LANG USS BALCH USS WILSON USS SAMPSON USS MANILA BAY USS STERETT USS WARRINGTON	CVE DD DD DD DD CVE DD DD	62 399 363 408 394 61 407 383
3/26/44	USS BRONSON USS BELLEAU WOOD USS COTTON USS ENTERPRISE	DD CVL DD CV	668 24 669 6
4/10/44	USS BEBAS	DE	70
4/11/44	USS YO -- USS ACREE	YO DE	-- 167
4/12/44	USS PC 589	PC	589
4/13/44	** SS PECO HILL USS STARLING	AM	MERCHANT 64
4/14/44	USS SPANGLERD ** SS MISSION PURISMO	DE	696 MERCHANT
4/18/44	USS ENGLAND	DE	635
4/23/44	USS PHOENIX USS HUCHINS	CL DD	46 476
4/24/44	USS SAGAMON	CVE	26
4/25/44	USS CHENANGO USS AMBER READ USS RABY USS HOVEY	CVE DD DE DMS	28 526 698 11
4/26/44	USS BOWERS USS BARNES	DE CVE	637 20
4/27/44	USS POTTERFIELD	DD	682
4/28/44	USS MANILA BAY USS ERBEN USS CORAL SEA USS BANCROFT USS CALDWELL	CVE DD CVE DD DD	61 631 57 598 605



U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
4/29/44	** SS SHELDON CLARK		MERCHANT
5/08/44	** SS WHITE PLAINS USS RED GRAND	AOG	MERCHANT 3
5/10/44	USS ERBEN USS SAGAMON	DD CVE	631 26
5/13/44	** SS CHERRY HILL USS SUWANNEE	CVE CVE	MERCHANT 27
5/14/44	** SS PENDLETON		MERCHANT
5/16/44	USS GAMBLE	DM	15
5/17/44	USS HALFORD USS GUEST	DD DD	480 472
5/29/44	USS WALKER USS HALE USS SAGAMON	DD DD CVE	517 642 26
5/30/44	USS SUWANNEE USS CHENANGO	CVE CVE	27 28
5/31/44	USS CORAL SEA	CVE	57
6/01/44	** SS CARIBBEAN		MERCHANT
8/02/44	** USS WHIPSTOCK	YO	149
8/11/44	USS SC 999	SC	999
8/21/44	USS COOS BAY	AVP	25
8/22/44	USS CLEVELAND	CL	55
8/23/44	USS GUNSTON HALL	LSD	5
8/24/44	USS HOBBY USS GILLESPIE USS WELLS	DD DD DD	610 609 628
8/25/44	USS FANSHAW BAY USS OMMANEY BAY ** USS YO 120	CVE CVE YO	70 79 120
8/26/44	USS SC	SC	--



U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
8/27/44	USS SC USS MC 'CORD USS NOEL USS TRATHEN	SC DD DD DD	-- 534 533 530
8/28/44	USS SC 999	SC	99
8/29/44	USS HUDSON USS GAMBLE USS LOUISVILLE	DD DM CA	475 15 28
8/30/44	USS PORTLAND USS JOHNSTON USS HAMBLETON	CA DD DD	33 557 455
9/01/44	USS FAYETTE USS ORMSBY USS HUDSON	APA APA DD	43 49 475
9/02/44	USS PIERCE USS JAMES O'HARA	APA APA	50 90
9/03/44	USS CALLAWAY USS LEON	APA APA	35 48
9/04/44	** SS HERALD OF THE MORNING		MERCHANT
9/05/44	USS PINKLEY ** SS SOUTHERN SUN	APH	2 MERCHANT
9/06/44	USS WAYNE USS DU PAGE	APA APA	54 41
9/08/44	** USS RACCON	IX	127
9/10/44	** USS CELTIC	IX	137
9/14/44	** SS FORT CHARLOTTE		MERCHANT
9/15/44	** USS YO 24	YO	24
9/23/44	USS BENHAM USS CABOT USS CALLAHAN USS OAKLAND USS NEW JERSEY USS IOWA	DD CVE DD AA BB BB	596 28 658 95 62 61



U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
9/26/44	USS YOUNG USS BIRMINGHAM USS KNAPP USS CAPERTON USS LANGLEY	DD CL DD DD CVE	793 96 653 350 27
9/27/44	USS CIMMARRON USS HENLEY	AO DD	22 553
10/01/44	** SS GANIES MILL		MERCHANT
10/11/44	USS BAGLEY USS SAN JACINTO USS HELM USS GRIDLEY USS BELLEAU WOOD	DD CVL DD DD CVL	386 30 388 580 24
10/12/44	** USS GUADALUPE	AO	32
10/15/44	USS NEW JERSEY USS TWINING USS POWELL HALSEY USS HICKOX USS HANCOCK USS UHLMAN	BB DD DD DD CV DD	62 540 686 673 19 687
10/17/44	USS HALLORAN USS MARTIN	DE DE	305 30
10/18/44	USS MORRISSON USS SANTA FE	DD CL	560 60
10/19/44	** USS TAPPAHANNOCK USS BEBAS USS MILES	AO DE DE	43 10 183
10/21/44	USS BOWNES USS HORNET USS CONNOR USS DUNLAP USS IZARD USS FARENHOLT USS CHESTER	DD CV DD DD DD DD CA	375 12 582 384 589 491 27
10/22/44	USS IRWIN USS MOBILE USS PATUXENT	DD CL AO	794 63 44



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
10/25/44	** SS WAGON BOX		MERCHANT
10/28/44	USS BANGUST	DE	739
10/29/44	USS CHESTER USS PENSACOLA USS LARDNER USS LANSDOWNE	CA CA DD DD	27 24 487 486
10/31/44	USS CASSIN YOUNG USS RENO USS OLIVER MITCHELL USS ROBERT F. KILLER USS PORTLAND USS LOUISVILLE	DD AA DE DE CA CA	793 96 417 419 33 28
11/02/44	USS NEW ORLEANS USS CHESTER USS SALT LAKE CITY ** SS BROAD RIVER	CA CA CA	32 27 35
			MERCHANT
11/14/44	USS TARBERER USS OLIVER MITCHELL	DE DE	418 417
11/16/44	USS SAMUEL N. MOORE USS COWPENS USS CHARRETTE USS MASSACHUSETTS	DD CVL DD BB	747 25 581 59
11/17/44	** USS TOMAHAWK	AO	88
11/18/44	USS WALKE USS MC CALL USS LAFFEY USS NEW ORLEANS USS COOPER	DD DD DD CA DD	723 400 724 32 695
11/21/44	USS MASSACHUSETTS USS SWENSON K. LYMAN USS WELLS USS DE HAVEN USS LARENCE C. TAYLOR	BB DD DD DD DE	59 728 628 727 415
11/22/44	USS GUADALUPE USS LAKE USS THATCHER USS MITCHEL USS KYNE USS SWEARER	AO DE DD DE DE DE	32 301 514 43 744 186



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
11/26/44	** SS BLADENSBURG		MERCHANT
11/27/44	** USS YO 79	YO	79
12/13/44	USS SAN DIEGO USS COWPENS USS HAGGARD USS BALTIMORE USS WEDDER BURN USS FRANKS	AA CVL DD CA DD DD	53 25 555 68 684 554
12/14/44	USS MATAKO	ATF	86
12/17/44	USS POWELL HALSEY USS YORKTOWN USS BENHAM	DD CV DD	686 10 796
12/19/44	USS CALAHAN USS YORKTOWN USS CUSHING USS STOCKHAM USS MASSACHUSETTS USS OLIVER MITCHELL	DD CV DD DD BB DE	658 10 797 683 59 147
12/20/44	** USS CACHE	AO	67
12/22/44	USS INDEPENDENCE USS SAMUEL N. MOORE USS BRUSH USS BLUE USS NEW JERSEY USS SWENSON K. LYMAN	CVL DD DD DD BB DD	22 747 745 744 62 729
12/21/44	** SS WOLF MOUNTAIN		MERCHANT
1/01/45	** SS SMOKY HILL		MERCHANT
1/10/45	USS RIDDLE USS O'NEIL	DE DE	185 188
1/17/45	USS CALAHAN USS WILKES BARRET USS TAUSSIG USS ENTERPRISE USS MADDOX	DD CL DD CV DD	658 103 746 6 731



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
1/18/45	USS CUSHING USS ENTERPRISE USS MATTOX USS TAUSSIG USS SAMUEL N. MOORE USS THORN	DD CV DD DD DD DD	797 6 731 746 747 647
1/19/45	USS HORNET USS WILKES BARRE	CV CL	12 103
1/20/45	USS MAC DONOUGH USS DALE	DD DD	351 363
1/21/45	** USS NEOBRARRE ** USS MONONGAHELA	AO AO	72 42
1/30/45	USS ENTERPRISE USS HORNET	CV CV	6 12
1/31/45	USS WASP USS YP 282	CV YP	18 282
2/01/45	USS ESSEX ** SS OCCIDENTAL ** USS GIRAFFE	CV IX	9 MERCHANT 118
2/01/45	USS KYNE USS HILBERT USS WATERMAN USS LAMONS USS BANGUST	DE DE DE DE DE	744 742 740 743 739
2/13/45	USS HANK USS SOUTH DAKOTA USS CHARLES B. SPERRY USS WALLACE LIND USS PASADENA USS AULT USS INDIANAPOLIS USS WILKES BARRE	DD BB DD DD CL DD CA CL	702 57 697 703 65 698 35 103
2/14/45	USS CHARLES B. SPERRY USS HAYNSWORTH USS AULT USS WALLACE LIND USS CREE USS SIOUX	DD DD DD DD ATF ATF	697 700 698 703 84 75
2/16/45	USS FARRAGUT	DD	248



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
2/17/45	USS VINCENNES	CL	64
	USS MC KEE	DD	575
	USS BRUSH	DD	745
	USS BENNINGTON	CV	20
2/20/45	USS ATASCOSA	AO	66
	USS SCHUYKILL	AO	76
2/23/45	** SS BLADENSBURG		MERCHANT
2/24/45	** SS PROTEREO HILL		MERCHANT
3/01/45	USS BUCHANAN	DD	484
3/03/45	USS ENGLISH	DD	696
	USS ESSEX	CV	9
	USS COTTON	DD	669
	USS GATLING	DD	671
	USS DORTCH	DD	670
	USS WEEKS	DD	701
	USS PASADENA	CL	65
	USS AULT	DD	698
	USS BORIE	DD	704
	USS WILKES BARRE	CL	103
	USS CALLAHAN	DD	792
	USS PRESTON	DD	795
	USS CASSON YOUNG	DD	793
	USS MONSON	DD	798
	USS YORKTOWN	CV	10
USS HEERMAN	DD	532	
USS MERTZ	DD	691	
USS MELVIN	DD	680	
USS ST. LOUIS	CL	49	
USS HAZEL WOOD	DD	531	
3/22/45	USS HANCOCK	CV	19
	USS MARSHALL	DD	676
	USS TWINING	DD	540
	USS BULLARD	DD	660
	USS COLAHAN	DD	658
	USS FLINT	DD	97
	USS KIDD	DD	661
3/23/45	USS HOBBY	DD	610
	USS GILLESPIE	DD	609
	USS CONKLIN	DE	439
	USS CORBESLEL	DE	438
	USS FARRAGUT	DD	348
	USS STOCKTON	DD	646



U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
3/24/45	USS SANDERS USS GRIENER USS REYNOLDS	DE DE DE	40 37 42
3/25/45	USS WASHINGTON USS CHAUNCEY USS WALLACE LIND USS NORTH CAROLINA USS ENGLISH USS WALDRON	BB DD DD BB DD DD	56 667 703 55 696 699
3/26/45	** USS ATASCOSA	AO	66
4/01/45	** SS CORINTH ** USS GIRAFFE	IX	MERCHANT 118
4/07/45	USS MARSHALL USS HICKOX USS HUNT	DD DD DD	676 673 674
4/08/45	USS SAVO ISLAND USS SARGENT BAY	CVE CVE	78 83
4/09/45	USS WALDRON USS SOUTH DAKOTA USS BLACK USS HANK USS WILKES BARRE	DD BB DD DD CL	699 57 666 702 103
4/10/45	USS MELVIN USS TRATHEN USS YORKTOWN USS MC NAIR USS HEERMAN	DD DD CV DD DD	680 530 10 679 532
4/11/45	USS MASSACHUSETTS USS BLUE USS HARRISON USS SIGBEE USS BELLEAU WOOD	BB DD DD DD CL	59 744 573 502 24
4/12/45	** USS GUADALUPE	AO	32
4/14/45	USS BUNKER HILL USS ASTORIA	CV CL	17 90
4/15/45	USS HOUSATONIC USS HOBBY USS DEWEY USS MC COY REYNOLDS	AO DD DD DD	35 610 349 440



U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
4/24/45	** USS GIRAFFE	IX	118
4/25/45	USS DUXBURY BAY USS MC COY REYNOLDS	AVP DE	38 440
4/26/45	** USS CELTIC USS WHITE SIDE	IX AKA	137 90
4/17/45	USS INTREPID USS CARSON USS CORBESIER	CV AVP DE	11 37 438
4/28/45	USS LAPRADE USS ALABAMA	DE BB	409 60
4/29/45	** SS SACORNNET		MERCHANT
4/30/45	USS BLOCK ISLAND USS (FLEET TUG)	CVE ATA	24 186



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
5/01/45	USS BELLEAU WOOD USS MASSACHUSETTS USS BENINGTON USS YARD OILER USS HORNET	CVL BB CV YO CV	24 59 20 76 12
5/02/45	USS ENTERPRISE USS SAN JANCINTO USS PORTLAND	CV CVL CA	6 30 33
5/03/45	USS GENESEE USS NECHES USS YARD OILER USS YARD OILER	AOG AO YO YO	8 47 79 172
8/26/45	USS GRISWOLD	DE	611
8/27/45	USS BULLARD	DD	660
8/29/45	USS O'BRIEN USS GRISWOLD USS HILLBERT	DE DE DE	421 611 742
8/30/45	USS OAKLAND USS MONTEREY USS BARTON USS WAIKE USS WOODWORTH USS BATAAN USS TICONDEROGA	CL CVL DD DD DD CVL CV	95 26 722 723 460 29 14
8/31/45	USS WASP USS THROWBRIDGE USS DULUTH USS ROSS USS TERMAGANT USS SUMMER USS LEXINGTON	CV DD CL DD DD DD CV	18 49 89 563 47 692 16
9/01/45	HMS INDEFATIGABLE HMS TEZEIA HMS TERMAGANT HMS TRUBRIDGE	CV DD DD DD	7 46 47 48
9/02/45	HMS INDEFATIGABLE	CV	7
9/09/45	USS PATUXENT SS ALBERT E. WATTS SS FORT STEVENS	AO	44 MERCHANT MERCHANT



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
9/20/45	USS PC 1177	PC	1177
10/6/45	USS SEA FOAM	IX	210
	USS PC 1145	PC	1145
10/9/45	USS NORAM SCOTT	DD	690
	USS BARTON	DD	722
	USS LOWRY	DD	770
	USS SHANGRI-LA	CV	38
	USS WALKER	DD	517
	USS BON HOMME RICHARD	CV	31
10/14/45	USS NECHES	AO	47
10/20/45	USS LCI 90	LCI	90
10/26/45	USS LCI 485	LCI	485
10/24/45	USS REEVES SS AM-MER-MAR	APD	52 MERCHANT
10/27/45	USS LSM 7 USS LSM 395 USS LSM 315 USS LSM 40 USS LSM 350 USS LSM 325 USS LSM 316 USS LSM 41 USS LSM 217 USS INGERSOLL USS ATHENE	LSM	7 395 315 40 350 325 316 41 217 652 22
10/28/45		LSM	
10/30/45	USS POWELL HALSEY	DD	686
10/31/45	SS LOAN JACK		MERCHANT
11/2/45	USS RUNELS USS DORTCH SS STONY HILL	APD DD	85 670 MERCHANT
11/4/45	USS SARANAC	AO	74
11/10/45	USS KENNEBAGO	AO	81
11/14/45	USS KENNEBAGO	AO	81
11/16/45	USS ANTIETAM USS HERNDON USS WILEY USS SHIELDS	CV DD DD DD	36 638 597 596
11/17/45	USS LSM 485 USS LSM 433	LSM	485 433
12/1/45	USS SHANNON	DM	25



U. S. S. CHIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
12/2/45	USS THOMPSON USS BOSTON	DMS CA	38 69
12/3/45	USS ELLYSON USS MACOMB USS FITCH USS DOYLE USS PGM 16	DMS DMS DMS DMS PGM	19 23 25 34 16
12/5/45	USS YOG 78	YOG	78
12/6/45	USS ATF 77 USS SOUTHERLAND USS HIGHLANDS	ATF DD APA	77 743 119
12/7/45	USS WEEKS, JOHN W. USS LIND, WALLACE L.	DD DD	701 703
12/9/45	USS SARASOTA	APA	204
12/10/45	USS LEON USS YOG 78 USS ENGLISH SS SEVEN PINES USS GOSHEN USS AULT SS MARINE ARROW USS YOG 75	APA YOG DD MERCHANT APA DD MERCHANT YOG	48 78 696 108 698 75
12/11/45	USS LSM 386 USS COMPETENT	LSM AM	386 316
12/12/45	USS DORAN SS WILLIAM LESTER SS MISSION LORETO USS SPERRY, CHARLES S.	DMS MERCHANT MERCHANT DD	41 697
12/13/45	USS EARLE USS PASTORES JAPANESE USS ROWAN	DMS AF DD DD	42 16 106 782
12/14/45	USS MIFFLIN USS RUNELS USS ENDICOTT	APA APD DMS	297 85 35
12/15/45	USS MACOMB USS TOMBIGBEE SS SULLYS HILL USS BOSQUE JAPANESE	DMS AOG MERCHANT APA DD	23 11 135 160
12/16/45	KYORYOKUMARU (JAPANESE) USS RIVERSIDE	AO APA	192 102



U. S. S. CHRIKASKIA

<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
12/17/45	SS SNAKE RIVER USS ALCYONE	AKA	MERCHANT 7
12/18/45	USS MC 'COOK	DMS	36
12/19/45	USS WEEKS , JOHN W. USS OKLAHOMA CITY USS LIND, WALLACE L. USS EVERSOLE USS ENGLISH USS ROWAN JAPANESE JAPANESE JAPANESE SS JOHN W. SEARLES	DD CL DD DD DD DD EV EV EV	701 91 703 789 696 782 22 26 40 MERCHANT
12/20/45	SS SNAKE RIVER SS SEVENPINES KAKI (JAPANESE)	DMS	MERCHANT MERCHANT 61
12/21/45	USS MARATHOM USS QUICK USS SPERRY	APA DMS DD	200 32 697
12/22/45	YAKUMO (JAPANESE)	CA	--
12/23/45	USS EARLE USS STARR HASU (JAPANESE) SS JAMES CAMERON	DMS AKA DD	42 67 -- MERCHANT
12/24/45	USS CHINO USS MOOSE	ACM IX	1 124
12/25/45	USA MAUI (ARMY) USS DOYLE	---	ARMY 34
12/26/45	JAPANESE SHIOKAZA (JAPANESE) JAPANESE YAKAZE (JAPANESE) JAPANESE	LST DD EV DD EV	T134 -- 52 -- 160
12/27/45	USS KISHWAUKEE USS ELKHART USS RECRUIT USS HARDING USS PGM 28	AOG APA AM DMS PGM	9 80 285 28 28
12/28/45	USS THOMPSON FUKAE (JAPANESE) USS WALLACE L. LIND	DMS EV DD	38 -- 703



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
12/29/45	USS TUCKER, HENRY W. USS ROGERS USS PERKINS USS LARSON, EVERETT W. USS GOODRICH USS HANSON SS SANTIAGO	DD DD DD DD DD DD 	875 876 877 830 831 832 MERCHANT
12/30/45	USS ENDICOTT USS MC COOK SAKAWA (JAPANESE) USS EARLE USS AURELIA USS MERVINE USS QUICK SS JOSEPH HOLT	DMS DMS CA DMS AKA DMS DMS 	35 36 -- 42 23 31 32 MERCHANT
12/31/45	USS SPERRY USS AULT USS THOMPSON MEISYO MARU (JAPANESE)	DD DD DMS AO	697 698 38 --
1/2/46	USS MERVINE JAPANESE	DMS EV	31 12
1/3/46	USS KLIENSMITH	APD	134



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
1/3/46	USS YOG 78 USS HINSDALE USS BOSTON USS DUNCAN	YOG APA CL DD	78 120 69 847
1/4/46	USS ARENAC SS KATRINA LUCKENBACH USS DAVIDSON	APA DMS	128 MERCHANT 37
1/5/46	USS BAXTER USS ROBERT H. SMITH USS WILEY, HENRY A.	APA DMS DM	94 23 29
1/6/46	JAPANESE JAPANESE JAPANESE SS JAMES E. HAVILAND JAPANESE JAPANESE JAPANESE USS YMS 931	EV EV CD CD CD EV YMS	40 26 217 MERCHANT 156 154 22 931
1/8/46	JAPANESE USS YMS 444 USS YOG 78 HASU (JAPANESE) USS YMS 378 USS YOG 78	APA YMS YOG DD YMS YOG	32 444 78 -- 378 78
1/9/46	USS CHIMO USS YMS 203 SS McKITTRICH HILLS USS YOG 78	ACM YMS YOG	1 203 MERCHANT 78
1/10/46	USS BARBICAN SHIRASAKA (JAPANESE)	ACM DD	5 --
1/11/46	KAMISHUMA (JAPANESE) USS YOG 78 USS LST 588	DD YOG LST	-- 78 588
1/12/46	USS DAVISON USS PINKNEY USS TOLMAN USS ADAMS SHIOKAZA (JAPANESE)	DMS APH DM DM DD	37 2 28 27 --
1/13/46	USS CYBELE JAPANESE USS YOG 78 USS SAMARATON	AKS EV YOG AH	10 78 10



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
1/14/46	USS COASTORS HORBAR JAPANESE CHIKUBU (JAPANESE)	AG EV DD	74 32 --
1/15/46	USS MAQUOKETA USS YP 634 USS WILEY USS SMITH	AOG YP DMS DMS	51 634 29 23
1/16/46	USS MERVINE USS HANSON SS BALD EAGLE AUTIQUA (JAPANESE)	DMS DD --	31 832 MERCHANT --
1/17/46	USS DAVISON CHOGEI (JAPANESE) SHII (JAPANESE) JAPANESE HAKACHI (JAPANESE)	DMS CL DD DD --	37 -- -- T67 --
1/18/46	USS LARSON USS THOMAS	DD DD	830 833
1/19/46	USS GOODRICH JAPANESE (FUEL BARGE) HASU (JAPANESE) JAPANESE	DD -- -- LST	831 -- -- T137
1/20/46	JAPANESE (FUEL BARGE) HAYATOMO MARU (JAPANESE) USS ROXANA ANN	-- -- AKA	-- -- 37
1/21/46	USS LSM 371 USS YOG 105 JAPANESE JAPANESE	LSM YOG EV EV	371 105 132 221
1/23/46	USS QUEST JAPANESE IKUNA (JAPANESE) SS SPIRIT LAKE	AM CH -- --	281 21 -- MERCHANT
1/24/46	USS KLIENSMITH USS YOG 78 USS LST 1066	APD YOG LST	134 78 1066
1/25/46	USS MERVINE JAPANESE (FUEL BARGE) USS HANSON	DMS -- DD	31 14 832
1/26/46	USS SHOVELER USS THOMAS USS DAVISON JAPANESE (FUEL BARGE)	AM DD DMS --	382 833 37 14
1/27/46	USS OKLAHOMA CITY	CL	91



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<u>DATE</u>	<u>NAME</u>	<u>CLASS</u>	<u>NUMBER</u>
1/28/46	USS LST 1220	LST	1220
	USS BUNCH	APD	79
1/29/46	JAPANESE (FUEL BARGE)	--	14
	USS ATLANTA	CL	104
1/30/46	USS QUICK	DMS	32
	USS CALAMUS	AOG	25
	JAPANESE	MS	19
	JAPANESE (FUEL BARGE)	--	14
	MEISYO MARU (JAPANESE)	--	--
	UKURU (JAPANESE)	--	--
	USS TOLMAN	DM	28
	USS YOG 78	YOG	78
1/31/46	TAKCSAGO MARU (JAPANESE)	--	--
	USS CARMICK	DMS	33
	USS MONROVIA	APA	31
	USS YW 106	YW	106
	JAPANESE	EV	198
	USS LOT 955	LCT	955
2/1/46	SHIOKAZA (JAPANESE)	DD	--
	USS GOODRICH	DD	831
	JAPANESE (FUEL BARGE)	--	14
	USS SC 758	SC	758
	USS YP 624	YP	624
	USS RUDDY	AM	380
	USS LARSON	DD	830
	USS THOMPSON	DMS	38
	USS YOG 78	YOG	78



U.S.S. NEW JERSEY (BB-62)



OFFICIAL NAVY PHOTOGRAPH
MIDSHIPMEN OBSERVE REFUELING AT SEA OPERATIONS.



U.S.S. CHIKASKIA (AO-54)

HOW TO LOCATE SHIPMATES

NATIONAL COORDINATOR

LEE M. JABOBS

501 Linden Avenue

Frederick, MD 21701

Lee Jacobs has agreed to undertake the job as National Coordinator for locating personnel whose whereabouts have remained a mystery. He is now equipped with microfilm copies of our official ship's rosters which were sent to the Navy Department during World War II. It is felt that our list, made up from those copies, is reasonably accurate. However, it certainly appears that many of those listed were not permanent members of the ship's company, but rather were simply passing through on TDY or various other reasons. We will cull them out as we go along.

It would be greatly appreciated if the following persons assist Lee in his endeavors by representing the states indicated alongside his name. We can't do it without you; thanks!

STATE COORDINATORS

Ed McClain - WA, OR

Al Gossner - NH, CT

Mike Holm - ID, MO, WY

Mrs. Al Morrongiello (Sophia) - RI

Joe Pultorak - CA, NE, UT

Heinz Rodieck - NY City

Bud Gunderson - CO, NM, AZ, OK

John Atkin - NY State

Fred Bird - ND, SD, NE, KA

Dick Batdorf - NJ

Joe Dufour - MN, WI

Jack Gingrich - Eastern PA

Edwood Geary - IA, IL

Al Urenovich - Western PA

Don Roe - MI, IN

Henry Heller - Philadelphia

Joyce Craft - OH

Al Street - VA

Joe Williams - TN

Charlie Sites - WV

Mrs. Marvin Hedges (Nina) - KY

Hank Czubek - NC, SC

Carroll Chauvin - TX, LA, MS

Dick Mood - DC, MD, DE

Stan Witkowski - MA, VT

George Coopey - AL, GA, FL

The following methods are suggested for locating missing shipmates:

- a. Check the induction centers used at the time of enlistments; or the last known address. That information is included in the "ROSTER" following this chapter, and then:



By using the long distance information line (area code plus 555-1212), you can check to see if any of your shipmates live in the cities where they enlisted. You will be surprised to find how many do. The operator, on occasion, will say "There is no listing in the town you asked for. However, I do have a listing of that name in this other town." Then, knowing where they are, go to the library and look in the phone book or city directory and obtain their address. You can either call or write, although a phone call seems to be more effective.

b. Even if the phone book or city directory does not show the individual you are looking for, you can almost count on him having relatives in his hometown who know where he is. Try them; it works.

c. Uncommon names are a cinch. They are almost certain to be related, especially in smaller cities.

d. If you know anyone in law enforcement, or anyone in the Motor Vehicle Department, one of the best sources of information is the drivers license records. Every license has the date of birth and the current address.

e. In cities like New York, Chicago and Philadelphia, it is suggested that you go to all suburban directories. New York, for example, would cover Manhattan, the Bronx, Queens, Brooklyn, Staten Island, Nassau, Suffolk, Westchester and several bordering cities in New Jersey.

f. Another possibility is the post office in a small town. Most postmasters have been around a long time and have exceptionally good memories. If they don't know, they can generally direct you to someone who does.

g. Try calling the local and state VFW and American Legion chapters. They have been very cooperative.

h. NAVY Retirees may be located by writing to U.S.N. (NMPC-641 E), Washington, D.C., 20370.

Here's how to do it: On one envelope, in which you have included your message, write the name and serial number of the person you're trying to find. In the upper left corner put your return address. Place a stamp in the upper right. Insert this



envelope in another stamped envelope addressed to the locator service. Include your return address on this envelope, too. Lee Jacobs has the service number.

i. VETERANS MAGAZINES

If you have lost track of a special friend from World War II, you may be able to locate him through one of the publications listed below. For information, our National Coordinator advertises the date and location of forthcoming reunions in them.

VFW MAGAZINE - Broadway at 34th Street
Kansas City, MO 64111

AMERICAL LEGION MAGAZINE - 700 North Pennsylvania Street
P.O. Box 1055
Indianapolis, IN 46206

NAVY TIMES - ISSN 0028-197
Times Publishing Company
475 School Street, SW
Washington, DC 20024

SHIFT COLORS - Retired Personnel Support Division
Naval Military Personnel Command
NMPC 123
Washington, DC 20370



U.S.S. CHIKASKIA (AO-54)

ROSTER

1943 - 1946



1. Shipmates with an "OK" alongside their name means that they have been located, and that the supplementary information is correct.
2. Those who have an '81, '82, and/or '83 under their "OK" indicates that they attended those reunions.
3. Shipmates who do not have an "OK" have not been located.
4. To the best of our knowledge, all members of the crew from 1943-1946 are listed. However, there may be some incorrect names and addresses. Your assistance in any corrections will be appreciated.

ALABAMA

CMM Harold R. Heard
USN

Alexander or Birmingham, AL

WT Andrew E. Lashley

Birmingham, AL

J.C. McCain

Sylacauga, AL

M.A. Roberts

Mobile, AL

Brandon D. Dietz

Birmingham, AL

ARIZONA

Jack C. Burce

Globe, AZ

ARKANSAS

PH Woodrow W. Kemper

Truman, AR

CALIFORNIA

ADM Wm. M. Searles, Ret. "OK"
USN

30 Hacienda Drive
Tiburon, CA 94920

BMC James H. Adams (Pearl) "OK"
USN (213-885-8075)

P.O. Box 1465
Reseda, CA 91335

WO Leander Keys "OK"
USN (714-925-1543)

1598 Carlotta Drive
Hemet, CA 92343

BM Wm. M. Miller (Virginia) "OK"
(707-644-2457)

123 Kathy Ellen Drive, A-4
Vallejo, CA 94591



ROSTER - Page #2 - CALIFORNIA (Continued)

H. Leland McNair "OK" (714-689-1558)	3603 Everest Street Arlington, CA 92503
Joseph Montemagno "OK" (408-243-7785)	867 Gallatin Dr., Apt. 1 Santa Clara, CA 95051
CSC Joseph S. Pultorak (Pat) "OK" USN (714-772-0571) '82	207 Camellia Street Anaheim, CA 92804
RM Wm. H. Patterson "OK" (714-837-6651)	26142 Via Pera Mission Viejo, CA 92691
Lt. Paul B. Archibald	Fresno, CA
QMC Albert N. Amundsen	Chula Vista, CA
BOSN William E. Barker	San Diego, CA
John T. Campbell	Van Nuys, CA
Luigi A. Esher	Chualar, CA
John T. Fields	Santa Barbara, CA
MMC Glen Gately	Chula Vista, CA
SM Charles F. Hahn	N. Sacramento, CA
Tom A. Nichols	Campbell, CA
C.W. Miller	Wilmington, CA
EM Robert Novack	Stockton, CA
BT Edward Palmer	San Francisco, CA
CMM Frank N. Palermo	Los Angeles, CA
MM Richard E. Smith	Burbank, CA
Ens. Robert L. Walker	San Pedro, CA



ROSTER - PAGE #3

COLORADO

LT. Edwin C. Kepler "OK"
(303-796-7120)

c/o Rosemary Markham (sister)
8309 E. Kenyon Ave.
Denver, CO 80237

Cornelius Archuleta

Denver, CO

MMC D.E. Dixon

Denver, CO

MMC Glen Gately

Almo, CO

Ens. Robert E. Schlessman

Lamar, CO

CONNECTICUT

BM Benjamin E. Bassell (Elaine) "OK"
(203-688-1844) '83

139 Portman Street
Windsor, CT 06095

GM Benny J. Benjamin "OK"
(203-589-7096)

182 Brock Street
Bristol, CT 06010

LT Clifford F. Came "OK"
(203-229-8274) '81 - '83

60 Horse Plain Rd., #103
New Britain, CT 06053

LT. Allyn C. Gossner (Phyllis) "OK"
(203-795-9561) '81

377 Drummond Rd.
Orange, CT 06477

RM John A. Kelly "OK"
(203-755-2515)

263 Purdy Road
Waterbury, CT 06706

LT James J. McKeon III (Betty) "OK"
(203-624-3043) '81, '82, '83

Lakewood PH 2, 199 Whitney Ave.
Hamden, CT 06517

FC Timothy A. Tolster (Babe) "OK"
(203-874-0267)

27 Edgemont Road
Devon, CT 06460 (Milford)

LT Richard D. Waters (Sally) "OK"
(203-966-5893) '81, '82, '83

359 West Road
New Canaan, CT 06840

COX Elmer E. Emmert

New Britain, CT

Luther G. Fenske

Meriden, CT

Eng. Joseph Patrick Lynch

New Haven, CT

Howard Eugene Oakley

Hartford, CT

William T. Thomas

Hartford, CT

Emanuel P. Uccello

Hartford, CT



ROSTER - Page #4

DISTRICT OF COLUMBIA

SD Emile Anderson "OK"
(202-526-4538)

4040 7th St., NE
Washington, DC 20017

Vincent P. McCarron "OK"
(202-362-8317)

3415 Fessenden, NW
Washington, DC 20008

RD Samuel Hunt

Washington, DC

SM Robert Leonard Jones

Washington, DC

MM Anthony N. Lipsi

Washington, DC

Robert Owen Quinn

Washington, DC

SD James E. Smith

Washington, DC

DELAWARE

MM William Leslie Crew

Wilmington, DE

FLORIDA

CAPT Lawrence J. Hasse (Deceased)
(305-452-4040 Connie) '82

260 Surf Spray Drive
Merritt Island, FL 32952

QM George Coopey (Melba) "OK"
(813-485-8901) '82, '83

1001 Gondola Ct.
Venice, FL 33595

Edward Corrigan "OK"

1517 Fangele Drive
Palm Bay, FL 32905

QM Gilbert (Doc) Davage "OK"
(813-535-2815 winter)
(317-962-7028 summer)

209 Ranch Rd., Ranch Mobile Park
Clearwater, FL 33516
608 S. 22nd St.
Richmond, IN 47374

SK Henry Feldman (Marilyn) "OK"
(305-454-4123)

1965 South Ocean Drive
Hallandale, FL 33009

MM Raymond Hooker (Carrie) "OK"
(904-628-4021)

1109 Neuse Avenue
Orlando, FL 32804

A.R. Hull (Marguerite) "OK"
(904-787-1613)

1112 W. Main St., A-6
Leesburg, FL 32748

Harold A. Payne (Agnes)
(813-261-7075)

980 Rosemary Lane
Naples, FL 33940

BM Raymond J. Phillips

Herbert L. Sullivan "OK"
(305-293-8918)

130 Arnhym Drive
Orlando, FL 32811



ROSTER - Page #5 - FLORIDA (Continued)

A.J. Ault	1940 N.W. 17th St. Miami, FL
MM Newton C. Matthews	Trenton, FL
SKC George C. McGann	Miami, FL
MM Richard Gorden Smith	Miami, FL

GEORGIA

Carl E. Ingle	Aragon, GA
EM John W. Gibbs	Forsythe, GA
BT John R. Gladney	Noonan, GA
SDC John Henry Lane USN	Albany, GA
BM Reuben B. Mattox	Vidalia, GA
GM Ira N. Mackler	Macon, GA
SF Patrick Marcus O'Conner "OK" (404-733-2319)	228 Lafayette Drive Augusta, GA 30909
John C. Stevens	800 Eggmont Street Brunswick, GA

IDAHO

LT Bryan Auwen (Virginia) "OK" (208-667-8956)	'82	1221 Montana Coeur D'Alene, ID 83814
Mail C. Mike Holm (Joyce) "OK" (208-237-2808)	'82	5735 Sorrel Drive Pocatello, ID 83202
QM James H. Muffley (Edna) "OK" (208-934-4224)		Box 461 Gooding, ID 83330

ILLINOIS

Mail Joe J. Fahel (Camille) "OK" '82	911 E. Nebraska Peoria, IL 61603
MMC Earl Fletcher (Billy) "OK" USN (309-347-4389)	1834 Court St. Pekin, IL 61554
LT Dick C. Sheffel (June) "OK" (618-462-9038)	State & Wall Sts. Alton, IL 62002
MM Wesley James Coy "OK"	1368 Cook Blvd. Bradley, IL 60915
YN Frank Frederick Berglund	Chicago, IL



ROSTER - Page #6 - ILLINOIS (Continued)

Eng. Raymond H. Cizek	Chicago, IL
EM Richard Joseph Cavanaugh	Chicago, IL
Eng. Emerald Isaac Corkum	Chicago, IL
Herbert Milton Anderson	Chicago, IL
Eng. Clyde E. Gantt	St. Louis, IL
Charles F. Hahn	Worth, IL
Kenneth J. Jacobs	Alton, IL
YN Donald L. Konz	Chicago, IL
PH Robert D. Kummer	Molene, IL
MM John David Livsey	Aurora, IL
WT George Charles Neri	Chicago, IL
LT Carl O. Swanson	Moline, IL

INDIANA

Clifford Heck "OK" (317-897-6843)	9117 Briargate Court Indianapolis, IN 46229
Eng. Edward J. Spencer "OK" 219-753-3740	Delaware Road Logansport, IN 46974
RD Walter R. White "OK" 317-359-8397	4319 Spann Avenue Indianapolis, IN 46203
Eng. James Granville Anderson	Michigan City, IN
William Thomas Bennett	Indianapolis, IN
SM Herb Crouch	Indianapolis, IN
Marvin Duncan (Deceased) (317)632-2745	Indianapolis, IN
PH Robert Dale Kummer (317)547-1061	Indianapolis, IN
Valentine L. Mendel	Palmyra, IN
BM Donald Frederick McCord	Des Moines, IN
PH Donald Chester Pierson	Indianapolis, IN



ROSTER - Page #7

IOWA

Elwood W. Geary (Wava) "OK"
515-583-2184

The Corwith Herald
Corwith, IA 50430

GM Ken P. Tennerelli "OK"
515-266-1065

1267 East 33rd St. Court
Des Moines, IA 50317

Jarvis L. Freeman

Tipton, IA

WT Kenneth A. Johnson

Crawfordsville, IA

Paul R. Johnson

Pomeroy, IA

BM Donald Frederick McCord

Des Moines, IA

KANSAS

Frederick F. Bird "OK"
913-782-1340

101 G. Ceder
Olathe, KS 66061

James C. Jackson

Manhattan, KS 66502

Eldon E. Brackus

Princeton, KS

Richard R. Kottas

Wilson, KS

Paul E. Marshall

Goodland, KS

Edgar F. Newdeck

Kansas City, KS

KENTUCKY

Marvin O. Hedges (Deceased)
606-735-3310 (Nina)

Rt. 3, Box 403
Brooksville, KY 41004

Warren C. Reynolds

Covington, KY

Elmer Bentley

McDowell or Louisville, KY

Irvin E. Duggins

Litchfield, KY

Newley

Kentucky

Ray B. Roaden

Covington, KY

H.L. Sullivan

Covington St.
Cold Springs, KY

James R. Suttle

Gregoryville, KY



LOUISIANA

LT "Doc" Joe Bradford (Deceased)
Mrs. Nancy Bradford Mounce (Daugh.)

Eng. Jasper G. Boudreaux (Ola Lee) "OK"

James D. Brown "OK"
318-448-0407

LT Carroll A. Chauvin (Laura) "OK"
504-392-2755 '81, '82, '83

FC Charles S. Patterson (Cora) "OK"
318-984-6933

Eng. Wilfred Diaz "OK"
504-361-1462
GM Charles Wesley Edmondson

WT Curtis Lynn Harger

James E. Laver

John R. Ledoux

SK Charles H. Mittelstaedt (Colette) "OK"
504-831-8222

102 Eastland Drive
Lafayette, LA 70503

12896 Canterbury Drive
Baton Rouge, LA 70814

Central LA Electric Co.
5815 Larkspur Drive
Alexandria, LA 71447

2701 Hudson Place
New Orleans, LA 70114

405 Claymore Drive
Lafayette, LA 70503

1703 Huey Long
Gretna, LA 70053
New Orleans, LA

New Orleans, LA

Shrevesport, LA

Reserve, LA

527 Hyman Dr.
Jefferson, LA 70121

MAINE

David Forrest Gilding

Thomas J. Wallace

Portland, ME

Presque-Isle, ME

MARYLAND

MM2 Lee M. Jacobs (Virginia) "OK"
301-663-3688 '81, '82, '83

Norman W. Jacobs (Catherine) "OK"
301-666-1644

Howard G. Mann (Deceased)
301-243-4690

CAPT Jack McLaughlin (Marjorie) "OK"
USN 301-822-4435 '81, '82, '83

BM Glenn Morelock (Dorothy) "OK"
301-284-4779

EM Richard E. Mood "OK"
301-937-3993 '82

501 Linden Avenue
Frederick, MD 21701

10880 York Road
Cockeysville, MD 21030

3135 Crittenton Place
Baltimore, MD

Rt. 4, Box 541
Easton, MD 21601

891 Mildred St.
Baltimore, MD 21222

P.O. Box 17
Beltsville, MD 20705



ROSTER - Page #9 - MARYLAND (Continued)

LT Aubrey Wainwright (Deceased) XO	Baltimore, MD
C.E. Boyd	Baltimore, MD
Harry Edward Hall	Baltimore, MD
SMI Robert L. Jones	Hyattsville, MD
Wayne J. Kuykendall	Cresaptown, MD
Leo Lafferrierre	Baltimore, MD
Garvin M. Linton	Stockton, MD (Baltimore)
MM Michael Hollis O'Brien	Baltimore, MD
George A. Rogers	Wrightsville, MD
James E. Smith	Upper Marlboro, MD
LCDR George Zimmerman	Baltimore, MD

MASSACHUSETTS

Eng. Edward C. Hinkley (Deceased)	Williston, MA
LT "Doc" Dick Jessup (Kay) "OK" MO 617-385-4787 '81, '82, '83	62 Corporation Road Dennis, MA 02638
Eng. Robert N. Johnson (Deceased) 413-596-3134 (Helen)	9 E. Colonial Road Springfield or Wilbroham, MA
BM J.J. McLaughlin "OK"	25 Linden Avenue Somerville, MA 02143
Roland Peloquim (Barbara) "OK" 617-534-6356 '82, '83	204 Highland Ave. Leominster, MA 01453
RM Raymond V. Pettine	Medford, MA
SM Donald Soper (Marion) "OK" 617-599-1890 '82, '83	16 Victory Road Lynn, MA 01902
Eric Tait (Deceased)	Athol, MA
BM Burton D. Weber (Ethel) "OK" 617-987-2952 '82, '83	6 Turner Road North Oxford, MA 01537
BM Stanley Witkowski (Lorraine) "OK" 617-865-4801 '82, '83	80 Main Street Millbury, MA 01527
MM Roy Leonard Anderson	Boston, MA
Louis W. Barber	Lynn, MA



ROSTER - Page #10 - MASSACHUSETTS (Continued)

MM John Frances Bishop	Milford or Springfield, MA
Joseph Armand Bourgeault	Lowell, MA
CMM Albert Frankenburg	Boston, MA
Goodman	Boston, MA
George William Haggie	Boston, MA
CSC Wm. J. McCallion	Lowell, MA
Fred Joseph Palazzolo	Boston, MA
MM Raymond J. Pelrine	Boston, MA
Ens. James E. Robbins	Springfield, MA
CMM Robert P. Sheehan	Lynn, MA
Lee Stone	Boston, MA
LTjg Albert C. Tierney	Waban, MA
Lawrence F. Walsh	Cambridge or Pawtucket, MA
James Ward	Melrose, MA

MICHIGAN

Andrew J. Jackson "OK"	23278 Cranbrook Novi, MI 48050
Donald Roe (Betty) "OK" 313-937-2465 '81, '82, '83	11337 Rockland Detroit/Redford, MI 48239
LT Kenneth Weidow "OK" 616-452-1786	622 Ottillia, SE Grand Rapids, MI 49507
Vernon Dale Arneson	Warren, MI 48089
Eng. Joseph Armand Bourgeault	Detroit, MI
Eng. Donald Harry Cleeves	Kalamazoo, MI
Webster Burton Carter	Detroit, MI
BOSN Norman B. Collier	Iron Mountain, MI
Eng. Bryan William Conklin	Detroit, MI
WO John Leslie Davis	Fairgrove, MI



ROSTER - Page #11 - MICHIGAN (Continued)

EM H.R. Douglas	Croswell, MI
Timothy Thomas Foran	Ferndale, MI
Reuben Hendrickson	Royal Oak, MI
FC Edward Nelson Ide	Kalamazoo, MI
Daniel F. Jackson	Utica, MI
Charles F. Kelly	Grand Rapids, MI
Graff Kennelly "OK" 313-553-3440	32330 W 12 Mi. Rd. Farmington Hills, MI 48233
Eng. James Klein	Detroit, MI
Eng. Roger C. LaHuis	Grand Rapids, MI
Eng. Allen J. Matthews	Battle Creek, MI
Guiseppi Michael Marini	Detroit, MI
FC Normand H. Moore	Detroit, MI
Norman Nover	Detroit, MI
Jack Robinson	Detroit, MI
SK Jimmie William Sowell	Detroit, MI
Ken E. Wagner	Roger City, MI
LTjg Herbert C. Wetzel	3212 Waldheim Drive Port Huron, MI

MINNESOTA

Terry Quinlan (Deceased)	389 S. Osceala Avenue St. Paul, MN
Paul D. Stanious (Deceased)	Isanti, MN
QMC Albert N. Amundsen	Minneapolis, MN
Vernon Dale Arneson	Granite Falls, MN
Gordon Leland Hasby	Minneapolis, MN
Salvatore A. Iacono	535 Logan Avenue Minneapolis, MN
LT Roy A. Langseth	Minneapolis, MN
LT Robert L. Mostue	Lake Avenue White Bear Lake, MN



ROSTER - Page #12 - MINNESOTA (Continued)

Mordean C. Rouhoft

Hayfield, MN

Ens. Donald Henry Suess

Minneapolis, MN

Robert H. Wendland

Fairmont, MN

MISSISSIPPI

Charles W. Edmondson

MS

James E. May

Silver Creek, MS

John V. Mattox

DeKalb, MS

Robert E. Moore

MS

MISSOURI

BM Kenneth Merriott

Browns Court, Fairmount Station
Kansas City, MO

MM Clyde Elmer Gantt

St. Louis, MO

SIM James Cleveland Jackson

Kansas City, MO

RT Paul Edwin Marshall

Kansas City, MO

SK Leslie Elwood Oliver

St. Louis, MO

Raymond Penderson

Marceline, MO

Harold A. Payne

Kinder, MO

William J. Roland

Kansas City, MO

Dale Strickler

116 E. 81st Street

816-361-0684

Kansas City, MO 64114

MONTANA

Donald V. Horan "OK"

3520 1st Ave., S.
Great Falls, MT 59405

MM Russell William "OK"

3021 Harvard Avenue
Butte, MT 59701



NEBRASKA

Tom Fotinas

Bayard, NE

Mark Hofeldt

4243 Erskine Street
Omaha, NE

WTC Earl L. Mentink

Omaha, NE

Cedil B. Parks

3505 Pinkney
Omaha, NE

NEW HAMPSHIRE

MM Roy L. Anderson (Deceased)

Alton, NH

NEW JERSEY

SK Richard Batdorf (Lillian) "OK"
609-522-1926 '81, '82, '83

111 W. Forget Me Not Road
Wildwood Crest, NJ 08260

MM Ken Dryburgh (Polly) "OK"
201-464-0174 '81, '82, '83

650 Plainfield Avenue
Berkley Heights, NJ 07922

Edward J. Featherer (Beatrice) "OK"
609-939-0347

1316 Glendora Avenue
Glendora, NJ 08029

John Fisher "OK"
201-384-8096 '83

93 Grove Street
Bergenfield, NJ 07621

BM George Flora (Gertrude, deceased) "OK"
201-398-4622 '81, '82, '83

Box 651
Hopatcong, NJ 07843

Deck Calvin M. Hyson "OK"
609-935-2530 '83

66 Hellneck Road
Salem, NJ 08079

John Romancheck "OK"
201-845-7576

77 Trudy Drive
Lodi, NJ 07644

Anthony Speziale "OK"
201-845-8346

Ferndale Court
Lodi, NJ 07644

Melvin C. Wruek (Deceased)
201-339-8679

Bayonne, NJ

QM Leon J. Hurley

Lake Hurst or Whiting, NJ

Samuel Anthony Hunt

Camden or Trenton, NJ

Charles J. McCue

Oaklyn, NJ

LTjg William Miuse

763 Jefferson Avenue
Cliffside Park, NJ

James P. O'Reilly

Fords, NJ



ROSTER - Page #14 - NEW JERSEY (Continued)

LT Louis V. Peterson

725 Garden St.
Hoboken, NJ

Charles J. Pund

Westmont, NJ

MM Joseph Raymond Sweeney

Camden, NJ

NEW MEXICO

LT C.K. "Bud" Gunderson (Barbara) "OK"
505-287-2265 '81

P.O. Box 669
Grants, NM 87020

CWT Wm. D. McCormick (Cleo) "OK"
505-445-3945 '82

P.O. Box 411
Raton, NM 87740

BM R.C. Pennington (Vivian) "OK"
505-821-7189 '82, '83

6616 Renee Ave., NE
Albuquerque, NM 87109

LT H. Patterson

Clovis, NM

Ens. Paul B. Kingston

Ens. Roger C. Bliss

NEW YORK

MM John B. Atkin (Claire) "OK"
516-223-6981 '82, '83

700 Stowe Avenue
Baldwin-Nassau, NY 11510

QM Frances L. Brennan (Deceased)
212-634-5229 (Rita)

658 Highland Place
Rockaway Point, LI 11697

YN George L. Gotha (Deceased)

Watervillet, NY 12189

BM John J. Grincato (Millie) "OK"
212-259-1599 '81

1961 76th Street
Brooklyn, NY 11214

SC Daniel W. Hassett "OK"
515-766-4065

3110 Oceanside Road
Ocean Side, NY 11592

George M. Novotny

Elmira, NY

Eng. Irving G. Peck "OK"
212-332-5826

2212 Plumb Street
Brooklyn, NY 11229

Anthony S. Rienna (Clara) "OK"
716-235-1981 '82, '83

79 Wilder Street
Rochester, NY 14611

QM Heinz A. Rohdieck (Mary) "OK"
'81, '82

30-29 44th Street
Astoria, LI 11103

Jerry Russo "OK"

208 N. Suffolk Avenue
Massapequa, NY 11758



ROSTER - Page #15 - NEW YORK (Continued)

Abe Rothband "OK" 212-763-9114	1060 E. 99th Street Brooklyn, NY 11209
CM Joseph F. Svetz (Frances) "OK" 914-679-7954	Box 246, Coldbrook Rd. Wittenburg/Bearsville, NY 12409
QM George F. Wiegman (Pearl) "OK" 212-584-7414	325 E. 201 Street Bronx, NY 10458
SM Donald B. Begley	Yonkers, NY
Eng. Robert E. Bushman	Schenectady, NY
Eng. Ernest William Boehlke	Albany, NY
Charles L. Behrens	New York, NY
Joseph J. Coscia "OK" (Unlisted)	10 Wayside Lane Selden, NY 11784
Joseph F. Corsitto	New York, NY
Michael Czmyr	Albany, NY
Ardelle E. Davidson	Buffalo, NY
Dominick J. Dougherty	New York, NY
Leon Friedman	Brooklyn, NY
William James Goode	New York, NY
Albert J. Greller	New York, NY
Frederick F. Gruninger	New York, NY
RD Chester V. Holsapple	New York, NY
Walter H. Johnson	8716 55th Avenue Elmhurst, LI
PH Richard G. Kibby	New York, NY
Michael S. Kudcsz	Brooklyn, NY
Eng. Meyer Kessman	Bronx, NY
Frank Krysko	21 Pleasant Street Schenectady, NY
George Kyrlages	New York, NY
John M. Lownes	Schenectady, NY
YN Ben Linn	New York, NY



ROSTER - Page #16 - NEW YORK (Continued)

Glen Maloney	Buffalo or Rochester, NY
Joseph J. Montemagno	Binghamton, NY
Mayer	Coney Island, NY
SMC Winston Cleveland Mapp	Nicholas Terrace, NY
LTjg Donald T. Martin	Ellison Avenue Westbury, LI, NY
Joseph A. Micelli	New York, NY
Charles Milstein	Brooklyn, NY
Eng. William Molczan	Maspeth, NY
QM Peter James McFadden	New York, NY
CPO Joseph D. Nichols	Syracuse, NY
William T. Neverett	Albany or Chazyo, NY
David Anthony O'Brien	New York, NY
GM James Patrick O'Reilly	New York, NY
Howard E. Oakley	Millerton, NY
Eng. Alphonse A. Palladino	Albany, NY
William H. Patterson	Oceanside, NY
WT James P. Ryan	Troy, NY
Walter Rien	Brooklyn, NY
MM Carmello C. Roberto	New York, NY
F.W. Schreiber	Brooklyn, NY
Richard G. Smith	Brooklyn, NY
Arthur C. Stone	Rochester, NY
Eng. Joseph S. Schrempp	New York, NY
Salvatore S. Scola	New York, NY
Gerardo T. Trimarco	Yonkers, NY
SR Albert J. Volk	Ridgewood, NY
GM Robert A. Widener (Widner)	Brooklyn, NY



ROSTER - Page #17 - NEW YORK (Continued)

COX Alfred A. Wolf

Brooklyn, NY

William T. Zimmerman

Buffalo, NY

NORTH CAROLINA

USA Henry P. Czubek (Elsie) "OK"
RET 919-868-4298 '81, '82, '83

507 Halifax Drive
Fayetteville, NC 28303

LT William N. Hilliard (Margaret) "OK"
919-787-5859 '81, '82, '83

908 Westwood Drive
Raleigh, NC 27607

A.E. Hurst "OK"
919-477-6536

Chambers Rd., Box 28-1A
Durham, NC

George T. Ivey (Deceased)
893-8644 (Ruth)

Ivey Village
Lillington, NC

William T. Mayberry "OK"
919-462-3287

Rt. 2, Box 156
Laurel Hill, NC 28351

Lonnie P. Payne (Deceased)
873-1507

RFD 13
Stateville, NC

MM L.M. Bushousen

RFD 1
Washington, NC

MM Henry H. Hilton

Franklin, NC

James Houston

Kingston, NC

Hubert F. Smith

307 S. Dawson Street
Raleigh, NC

Thurman W. Storms

Raleigh, NC

NORTH DAKOTA

MM George Cory

Yonkton, ND

GM Marvin Tate

Sykeston or Argusville, ND

OHIO

Glenn A. Chadwell "OK"
614-888-3067 '82

515 Lambourne Ave., Box 434
Worthington, OH 43085

MM Joyce C. Craft (Millie) "OK"
513-696-2359 '81, '82, '83

2500 Farmersville/Johnsville Rd.
Farmersville, OH 45325

John Gerhart "OK"
419-385-4390

2629 Southwood Road
Toledo, OH 43614



ROSTER - Page #18 - OHIO (Continued)

Larry Jackson "OK"	R.R. 3, Box 1999 Paulding, OH 45879
SF Frederick C. Meek "OK"	8822 Mudbrook St., NW Massillon, OH 44646
LT Jim W. Zechman (Roberta) "OK" 419-882-2443	5753 Phillips Avenue Sylvania, OH 43560
Eng. Elmer V. Bonnani	Youngstown or Cleveland, OH
William Paul Cann	Cincinnati, OH
Eng. Marc Charles DeBrose	Cleveland, OH
Charles Edward Evans	2744 Baughner Avenue Columbus, OH
Lloyd Wallace Fisher	Gerard or Cleveland, OH
William Gargano	Cleveland, OH
Lee E. Hamilton	Toledo, OH
W.R. Hutchason	Columbus, OH
Calvin L. McGeare	1102 Sallia St. Portsmouth, OH
James L. Moutz	1253 Coles Blvd. Portsmouth, OH
Warren G. Reynolds	Cincinnati, OH
WT Frank Scheiderer (Ruth Ann) "OK" 513-399-1443	1108 Robin Road Springfield, OH 45503
COX Gregor F. Stickenborg	South 7th Street Coldwater, OH (Cincinnati)
R.T. Scrivens	Cleveland, OH
ST George Simpson	592 Armory Avenue Cincinnati, OH
Eng. John H. Walker	Cincinnati, OH
John F. Wasson	83331 Bevis Avenue Cincinnati, OH



ROSTER - Page #19

OKLAHOMA

Lawrence D. Barnes

19 Bryan Street
Pryor, OK

USN Fleet H. Carter

Rt. 4
Stillwell, OK

MM Richard W. Dunn

320 E. Pennsylvania Ave.
Harsthorn, OK

Tommy Emmons

Stillwater, OK

GM Charles Evans

Owasso or Tulsa, OK

OREGON

SM John F. Begert (Marilyn) "OK"
503-985-7367

Box 86
Gaston, OR 97119

Eugene W. Hallett "OK"
503-424-3051

R.D. 1, Box 322
Monroe, OR 97456

EM Mark N. Kent "OK"

P.O. Box 66
Sisters, OR 97759

Walter Platt (Sophia) "OK"
503-292-4178

9200 S.W. Wilshire
Portland, OR 97225

WT William Phelps Beach

Portland, OR

Ray Erwin

Vale, OR

George Kertson

West Salem, OR

Bruce L. Plumb

7211 N. Atlantic Avenue
Portland, OR

PENNSYLVANIA

James A. Arkwright "OK"

1295 Lark Drive
Ellwood City, PA 16117

H. James Barry (Deceased)
215-338-0782 (Stella)

8129 Revere Street
Philadelphia, PA

Herman G. Bieber (Loretta) "OK"
215-433-4579 '82, '83

1544 North 19th St.
Allentown, PA 18104

Steve F. Bucko (Hilda) "OK"
215-868-8034

655 Atlantic St.
Bethlehem, PA 18015

COX Glenn L. Baugher "OK"
717-845-5887

1508 W. Market St.
York, PA 17403



ROSTER - Page #20 - PENNSYLVANIA (Continued)

Joseph F. Braxmeir (Tess) "OK" 215-536-8309	'82, '83	106 Hillcrest Rd. Quakertown, PA 18951
Benedict G. Brookman (Deceased) (Mrs. Dougherty-sister)		3348 Amber St. Philadelphia, PA
LT Ralph W. Burger (Deceased) (Martha)		459 Koonce Rd. Hermitage, PA 16148
Robert A. Brown "OK" 215-535-8613	'83	659 E. Annsbury St. Philadelphia, PA 19120
COX Crandell C. Crispell "OK" 717-752-4935		R.D. 1 Berwick, PA 18603
SS Michael R. Croke (Mary) "OK" 412-761-3687		1338 Complete St. NS Pittsburgh, PA 15212
Mike Crugnale "OK"		928 E. Benson St. Philadelphia, PA 19111
Ray M. Dundore "OK" 717-933-8337		951 Houtztown Rd. Myerstown, PA 17067
SM Jack Gingrich (Arlene) "OK" 717-272-6710	'81, '82, '83	3104 Tunnel Hill Road Lebanon, PA 17042
MM Henry R. Heller (Anne) "OK" 215-626-8202	'81, '82, '83	220 Lewis St. E. Lansdowne, PA 19050
Alford E. James (Betty) "OK" 215-264-4249	'82	3169 Birch Circle - E White Hall, PA 18052
Al Jalack "OK" 412-682-5559		254 38th St. Pittsburgh, PA 15201
John J. Jakiel (Deceased)		Pittsburgh, PA
Eng. George Karol (Phyllis) "OK" 215-284-4530	'81, '82, '83	107 Norma Road Yeadon, PA 19050
LT Mike Krizmanick "OK" 412-543-4140	'81	365 N. Jefferson Kittanning, PA 16201
Anthony Lemma "OK"		7193 Montague St. Philadelphia, PA 19135
Edward J. Novatnack "OK" 215-377-3024		204 N. Seventh St. Lehighton, PA 18235
COX Irwin Ott (Arlene) "OK" 215-855-2303	'83	810 Hancock Lansdale, PA 19446



ROSTER - Page #21 - PENNSYLVANIA (Continued)

CM Alex R. Pobuda (Cathy) "OK"
215-866-4458 '82, '83

Beach Lane & Park Drive
Lake Hauto, Nesquehoning, PA 18240

CK Petronilo (Pete) Paredes "OK"

1909 E. Cambria St.
Philadelphia, PA 19134

Louis J. Powers (Teresa) "OK"
215-365-1247 '82, '83

7379 Wheeler St.
Philadelphia, PA 19153

DC James F. Scott "OK"
586-6715

328 Riveley Ave.
Collingdale, PA 19023

Albert L. Shaffner (Deceased)

121 Park Blvd., Parks Place Villag
Berwick, PA 18603

RD Paul A. Shealer "OK"
717-366-0032 '82, '83

R.D. 2, Box 14
Auburn, PA 17922

RM Vincent M. Smith (Kitty) "OK"
215-324-0461 '82, '83

4937 N. 2nd St.
Philadelphia, PA 19120

William A. Smith "OK"
215-357-5732 '83

174 Inland Road
Iveyland, PA 18974

Joseph Toslin (Mary) "OK"
717-287-5566

152 Kosack Street
Swayersville, PA 18704

SS Al Urenovich (Inky) "OK"
717-636-0302 '82

1010 Centre Street
Freeland, PA 18224

BM Everett D. Vester (Florence) "OK"
412-948-3502

Rt. 1, Box 122
Clayville, PA 15323

BM Robert L. Warburton (Dorothy) "OK"
717-584-2485 '83

398 E. Broadway
Hughesville, PA 17737

COX Harold E. Wolfe (Peggy) "OK"
717-766-3545

316 E. Main Street
Mechanicsburg, PA 17055

Robert P. Wennerholt (Jeanette) "OK"
215-355-2651

544 Avenue A
Trevose, PA 19047

William W. Wirtz

Wyoming, PA

CDR Norman E. Branson

1102 Wallace Street
Philadelphia, PA

BR Andrew C. Baber

Pittsburgh, PA

George Bryson

Lancaster, PA

WT George Claybruger

Pottstown, PA

YN Victor P. Compagna

Lilly, PA

WT Raymond E. Barnhardt

Chambersburg, PA



ROSTER - Page #22 - PENNSYLVANIA (Continued)

Albert R. Conti	Ell Wood City, PA
MM Walter F. Curley (Deceased)	Wilkes Barre, PA
Edmund J. Czajkowski	Greensburg, PA
Conn A. Chivaroli	Harrisburg, PA
Eng. Milton Darmofal	Wilkes Barre, PA
MM Robert Deitz	1308 N. Second St. Philadelphia, PA
MM Joseph S. DeCarlo (Deceased)	Dunmore, PA
Robert Donachie	Philadelphia, PA
George Ferrari	McKees Rock, PA
Edward J. Featherer	Philadelphia, PA
James C. Filkins (Deceased)	Pottstown, PA
George Fiorello "OK" (Unlisted)	Norristown, PA
Tom Gingler	Bellfonte, PA
WT Patrick F. Flynn, Jr.	Wilkes Barre, PA
USN Harry Stone Gray	Philadelphia, PA
Robert Nelson Gerling	Philadelphia, PA
Eugene Hallett	Philadelphia, PA
Robert Alvin Harrison	E. McKeesport, PA
John B. Houdersheldt "OK" 814-573-4367	Rt. 1 Box 104 Warfordsburg, PA 17267 PA
WO Huddleston	
BM James W. Hackbarth	PA
Clarence V. Kyne	Pittsburgh, PA
DECK Wayne J. Kuykendall	Gettysburg or Aspers, PA
Mark N. Kent	Philadelphia, PA
John W. Kwak (Deceased)	Mammoth, PA



ROSTER - Page #23 - PENNSYLVANIA (Continued)

John Stanley Lemish	R.D. 2 Conneaut Lake, PA (Erie)
Garvin M. Linton	Bearing Street Philadelphia, PA
James O. Logsdon	Diamond, PA
Clinton R. Maust	Chalfont, PA
Robert Mayer	Philadelphia, PA
William W. Miller	1301 Maryland Avenue Johnstown, PA
Angelo T. Monzo	Philadelphia, PA
Richard T. McElhinney	Pittsburgh, PA
James Moran	1107 W. Arch St. Pottsville, PA
Joseph J. Murawski (Deceased) "OK" 412-266-6290 (Helen)	1521 Beaver Rd. Ambridge, PA 15003
Herbert J. Noel	Pittsburgh or Altoona, PA
Lewis L. Ormsbee	324 W. Smiths Corey, PA
Charles J. Pund	Philadelphia, PA
George A. Rojas (Rogers)	Box 16 Granville or Wilkesbarre, PA
Samuel Rosenfeld	Philadelphia, PA
John Romanchick	Wilkes Barre, PA
MMC Robert P. Sheehan	Philadelphia, PA
Raymond E. Spannuth	Reading/Allentown, PA
Andrew J. Stamm	Allentown, PA
William Summers	934 Main St. Bellwood, PA
MM Joseph R. Sweeney	Sayre, PA
William Whitehead	Drexel Hill, PA
C. Earl Zeamer	Millersville, PA



ROSTER - Page #24 - PENNSYLVANIA (Continued)

Daniel A. Shields	Philadelphia, PA
Frank J. Verbanic	Pittsburgh, PA
Everett D. Vester	Pittsburgh, PA
Harold E. Wolfe	Philadelphia, PA

RHODE ISLAND

Al Morrongiello (Deceased) 401-295-5038 (Sophia)	23 Spencer Drive N. Kingston, RI 02852
SC Donald Ferry	Providence, RI
Earnest Francis Miner	Providence, RI
BM William Hearn Nicholsen	Providence, RI

SOUTH CAROLINA

CAPT G.G. Boyd (Gerry) "OK" 803-546-6471 '81, '82, '83	315 Front Street Georgetown, SC 29440
BT Lynwood A. Poole "OK" 469-2775	P.O. Box 525 Elgin, SC 29045
Jordan J. Breakfield	12 Harvey Street Charleston, SC

SOUTH DAKOTA

MM George Warner Corey	Wagner or Sioux Falls, SD
Daryl D. Roehr "OK" 605-738-2475	Box 117, R.T. 1 Veblen, SD 57270

TENNESSEE

Joseph W. Williams "OK"	200 Willowan Drive Nashville, TN 37210
Charles W. Edmundson	Memphis, TN
MM Charles Roy Kerr	Nashville, TN
Bonnie F. Reed	3908 Fourth St. Chattanooga, TN
MM James Emmett Rippy	Nashville, TN
E.V. Simmons	Rockville, TN
SD John Elliott Smith	Eads or Nashville, TN



ROSTER - Page #25 - TENNESSEE (Continued)

Marion L. Sparks

Chattanooga, TN

William Edward Witt

Knoxville/Nashville, TN

TEXAS

MM2 Charles Kerr "OK"

3635 So. Shaver No. 1408
Pasadena, TX 77504

James D. (Tex) Kimball "OK"

Rt. 1, Box 304
China Springs, TX 76633

W.L. Menefee (Glenda) "OK"
713-866-0423

7010 Westgate St.
Beaumont, TX 77002

(Cowboy) Mullen (Willie Mae) "OK"
214-683-4494

Route 5
Jacksonville, TX 75766

Eldon Pittman "OK"
214-778-2146

Trinidad, TX 75163

Prentice Potts "OK"
303-423-6639 (Mother)

McCauley, TX 79534

Sherman Galyean

213 E. 8th St.
Amarillo, TX (OR)
1103 Ave., D.S.W.
Childress, TX

Leroy Hawkins

Dallas, TX

Al Knox

Corpus Christi, TX

Hayden Earnest

2917 Lyons Avenue
Houston, TX

Scott Wendal

Waco/Hico, TX

UTAH

Harold C. Elmer "OK"
801-292-5622

272 East 1000 South (OR)
272 East 100 South
Bountiful, UT 84010

W.E. "Red" Neilson

Sandy, UT

Harley W. Fox

Salt Lake City, UT

VERMONT

SS Reuben C. Martin "OK"
820-848-7633

11 Eastern Ave.
Richford, VT 05476

Leo Lafferrierre

119 St. Peter St.
Winooski, VT



VIRGINIA

MM James J. Clarke (Catherine) "OK" 703-370-3393	'82	603 N. Pickett St. Alexandria, VA 22304
SC Joseph D. Isbell (Kathleen) "OK" 804-749-3548	'82, '83	Box 163 Rockville, VA 23146
Normand E. Land (Dorothy) "OK" 804-288-2640	'82, '83	1629 Foster Rd. Richmond, VA 23226
F. Louis Legnaioli (Ann) "OK" 804-353-5317		3202 Seminary Ave. Richmond, VA 23227
Warren H. Smith (Evelyn) "OK" '82		105 Palm Beach Place, Apt. 4 Virginia Beach, VA 23452
QMC Albert L. Street (Sarah) "OK" USN 804-482-2548	'81, '82, '83	456 Brocken Braugh Chesapeake, VA 23320
J. "Val" Valentine (Charlotte) "OK" 804-596-6522	'82	136 Moline Drive Newport News, VA 23606
MM Thomas Ballard		W. Falls Church, VA
MM Lawrence Morse Bushousen		Norfolk, VA
Richard F. Compton		Rose Ann, VA
SKC Leonidas W. Grady		2212 W. Grace St. Richmond, VA
Al Hillsworth		1316 E. Main St. Waynesboro, VA
Henry Irvin Martin		Axton or Roanoke, VA
LT Paul R. McGlohon		403 Bute St. Norfolk, VA
Robert O. Quinn		4700 6th St., South Arlington, VA
George Kennedy Saunders		Richmond, VA
SD Willie Manuel Smith		Norfolk, VA

WASHINGTON

Ed McClain (Ruth) "OK" 206-784-6015	'82, '83	2835 NW 73rd St. Seattle, WA 98117
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ROSTER - Page #27 - WASHINGTON (Continued)

Warren R. Hartung (Helen) "OK"
509-327-9491

2511 West Providence Ave.
Spokane, WA 99205

Arthur H. Weber (Dorothy) "OK"
206-752-4421

5214 S. 11th St.
Tacoma, WA 98465

BOSN Charles C. Collier
USN Ser. 443758

520 7th St.
Bremerton, WA

Max Rupp

2520 Pacific Ave.
Hoquiam, WA

WEST VIRGINIA

QM Charles M. Sites (Elva) "OK"
304-358-7844 '82, '83

Rt. 1, Box 93
Franklin, WV 26807

Russ Cunningham

Eden Valley
New Cumberland, WV

COX Jesse Curtis Draper

Box 861
Roderfield, WV

A.E. Davidson

WV

John B. Houdersheldt

Wiley Fork, WV

Cornelius H. Flint

Laurel Creek, WV

James Woodyard

Grafton, WV

WISCONSIN

GM Robert "Joe" Dufour (Shyrlie) "OK"
414-494-0992

1082 Roscoe St.
Green Bay, WI 54304

715-734-6475

Rt. 2
Brooklyn, WI 53521

Bryant E. Wackman "OK"
608-455-4121

Milwaukee, WI

Eng. Norman B. Collier

Kenosha, WI (or Milwaukee)

Charles Frank Hunt

Pierson, WI

SF Earl Arthur Jacobson

313 Barney St.
Waukesha, WI

Calvin James

Brownsville, WI

Louis F. Polzin

Monica, WI (or Milwaukee)

Frank Edward Dailey

Jackson, WY

B. W. Johnson

WYOMING



THE CHIKASKIA LOG

ACKNOWLEDGEMENTS

Just about all of our shipmates have contributed to this "Log." We wish to take this occasion to thank them for helpful suggestions, useful information and allowing us to use material in their possession. They know who they are and a formal acknowledgement of their help is very probably something they least desire. Their cooperation and assistance is fully appreciated.

It is felt that there were also a few, who because of their very special efforts, should be recognized by name, and they are:

Ken and Polly Dryburgh for printing, assisting in the typing and assembling of the Log - among other accomplishments.

George Flora and grandson Vinnie, for able assistance in helping Ken and Polly.

Dick and Lillian Batdorf for many things, in addition to paying the bills.

Jack Gingrich for the use of his treasured souvenirs; and his wife, Arlene, for not "disposing" of them.

Lee and Virginia Jacobs for the "Ship's Roster."

Dick and Sally Waters for the official Navy photographs.

Jack and Margie McLaughlin for the idea, and editing; and daughter Shawn for her secretarial skills.

We hope you enjoy it.



USS CHIKASKIA

AO-54

May 17, 1985
Cape Cod, MA

Dear Shipmates:

Those of you who are reading this were survivors of the largest world conflict known to mankind and which ended in victory for your country in 1945. You have remained survivors during the ensuing 40 years. Congratulations are in order, and this book is therefore dedicated to you, and the wives and sweethearts and proud parents who waited for you at home.

The information herein includes some facts, some fantasies and more than a few slightly imperfect remembrances of things past. In summary, it is simply an effort to present an episode of your life in World War II while embarked upon the USS CHIKASKIA, a Lady of the Seas.

Our deepest thanks to:

Mike Croke, Jr. and his wife for providing us with an outline of the CHIKASKIA'S travels from his dad - Mike, Senior.

Clif Came, Ed McClain, Jack Gingrich, Henry Heller, Lee Jacobs, Bill Hilliard, Bud Gunderson, Al Gossner, Carroll Chauvin, Dick and Lillian Batdorf, Doc and Kay Jessup for their written contributions and suggestions.

Paul Shealer, whose excellent memory and salty stories added a flavor and an "Old Spice" to our project.

George Flora for his artistic talents with the numerous drawings.

Ken and Polly Dryburgh - for making the project possible. They typed, printed, corrected, collated and published. A super performance.

Jack and Margie McLaughlin for putting the parts together and the original idea.

* * * * *

U.S.S. CHIKASKIA

A0-54

World War II washed upon the beaches of the world like a colossal tidal wave; few inhabitants of the earth escaped its wrath or were unaffected in some way by the profound changes it caused. It truly was a "World" war in all sense of the word; it swept across deserts and oceans and continents, engulfing primitive creatures and advanced societies alike. Its effect was felt on ocean bottoms and mountain peaks, on land and sea, and in the skies above.

The sweep of the war was so majestic in violence that it was divided into theatres. There was the European Theatre, the Pacific Theatre, the African Theatre, the Asian Theatre, etc. Like all good theatre productions, it was further divided into acts and scenes. It had a prologue and a resounding "Big Bang" for a conclusion.

Today we are what we are because of World War II. Decisions and agreements made during 1941 to 1945 remain with us for good or for ill. What came out of the crucible of fire in 1945 is the world as we know it today.

What hath God wrought? He has wrought you and me and we are indelibly a product of His anvil and hammer. Most of us were dumped into the crucible in 1943 with the commissioning of the U.S.S. Chikaskia at Sparrows Point, Maryland. We came from the farms and cities of America to be used as the raw material for the most massive Army and Navy ever assembled on the surface of planet Earth.

The U.S.S. Chikaskia A0-54 was only a tiny cog in an immense machine but for 340 of us it was to be our part of the Great War. Before those years were over, the inexperienced crew would sail that ship to the other side of the earth and drop anchor in Tokyo Bay within sight of Mount Fujiyama as seasoned veterans. The tears and laughter that went along for this ride into history is the subject of this Chronicle.

SEPTEMBER AND OCTOBER, 1943

The pre-commissioning crew of the Chikaskia began to report to the Baltimore area. Most of them were "regular Navy" and although few in number, were well experienced. For example, one of our petty officers had twenty years service, but because of the very slow promotion system, was a petty officer second class. Our engineering officer had an equally long term in service, yet had just been promoted to full lieutenant. But these people knew their job and they were the ones who taught us ours.

Their primary duties while the ship was being built were to observe the final building and armament of the ship. As the ship neared completion, officers and crew began to arrive from the cities and towns and villages throughout America. Many had never seen a ship before. It did not take them long to learn their jobs and fill important roles.

Nov. 1: The ship is manned. All hands have reported. No AWOL's - a good sign from the very beginning for a ship that would become a very, very good one.

Baltimore is a great Navy town and, at this time, it belonged to us - as we belonged to them. The Hotel Emerson and the Lord Baltimore Hotel are popular watering places, as are Dolans Cafe and many more in Highlandtown. Miller Brothers and Haussners are favorite restaurants. Childs and Bickfords were the 6 a.m. stops for that first cup of steaming hot Java. Street cars were the way to go - 5¢ for any place in town, and no charge for those in uniform, which we all were. Many very pretty girls, and who could resist a sailor going off to war and saying, "I may never see you again." O boy! Many relationships began in Baltimore and most of them ended there with a happy memory and a teary farewell. A few became permanent. And, yes, Virginia, there really was a Rosie the Riveter, and she was a great gal.

Nov. 10: The ship was built, tested and found to be ready for war. It was time to go. The following invitation was sent to the families of the crew and to other various "very important persons" in the Navy, in the Baltimore and Maryland government, Coast Guard, and Bethlehem Shipbuilding Company:

"The Captain and Officers of the U.S.S. Chikaskia request the honor of your presence at the commissioning ceremonies at Bethlehem Shipbuilding Corp., Sparrows Point, Maryland. Commanding Officer, Cmdr. Lawrence J. Hasse, USNR."

Nov. 11: Underway to Norfolk, Virginia, the beginning of our great adventure. Draft forward 15' aft 22'4. Captain Evans reported aboard as pilot. Tugs WRESTLER and J.P. PULLIAM alongside to port. It was during this initial voyage that the

crew was initiated into that quaint U.S. Navy refinement known as the "Dawn GQ." Battle stations were learned by a sleepy-eyed crew amid much confusion and profanity against the backdrop of a breath-taking sunrise on the Chesapeake.

Nov. 14: Arrived Norfolk, Virginia. Moved starboard side to Pier 6, U.S. Naval Shipyard, Portsmouth. HMS INDEFATIGABLE moored port side of Pier 6. We were to meet again in eighteen months off the coast of Okinawa. Commenced loading stores, food, ammo, spare parts and hundreds of other supplies. Dick Waters, our Supply Officer and his storekeepers were a very busy group, indeed. Shipyard technicians and engineers gave our equipment, armor, and engines a final fine tuning.

Salty sailors of the Chesapeake Bay had another go at liberty in Norfolk. This served as an initiation into the time-honored Navy tradition of how to pitch a proper liberty by getting "stewed, s---, and tattooed." But not necessarily in that order. The tattoos received ashore that first night have been rather dubious companions ever since. The next morning the Corpsman almost broke several hearts when he said, "Come and see me in a week or so. I'll give you a blood test to see what you picked up from the tattoo needle."

It was after that session ashore that we learned about the unique plumbing that was in the head of the aft port compartment. We didn't know whether to sit on it or try to fly it! Today it would probably be coin-operated and keep you entertained with a version of Pack-Man, but in those simple times, it followed the admonition of Frank Lloyd Wright that "Form Follows Function."

Nov. 16: Deck Log: 1000 SAYLOR, A.R. CMM USN reported aboard for duty pursuant to Bopers letter of 10 November, 1943. Signed: J.J. McKeon, Lt. USNR.

Nov. 18: Deck Log: 0700 Ensign William N. Hilliard, USNF left the ship in charge of a party of 30 men for fire-fighting school N.O.B. Norfolk. Signed: K.M. Wiedaw, Lt. USNR.

1400 Rear Admiral Felix Gygax made an official call on the Commanding Officer. Signed: E.C. Kepler, Lt. (jg) USNR.

Nov. 19: Deck Log: 0845 Warburton, R.C. S2C USNR received cut right finger while working on a pipe. Delivered for treatment to Navy Yard Dispensary by Kibbey, R.C. PHM2C USNR. Signed: William N. Hilliard, Ens., USNR.

Nov. 22: Underway for shakedown and gunnery exercises in the Chesapeake Bay. One event is remembered with a certain amount of misgiving. It was known as the "Degaussing" of the ship. All Ship's clocks, magnets and other navigational gear,

plus personal wrist watches, were gathered and labeled and put ashore one dark and stormy night and the Chikaskia proceeded to the degaussing station. Once in position, huge cables were transported around the ship via motor whale boats. It was a terror-filled ride and those cables dripped with icy water against our frozen hands. Later that night, at about 0400, when the insanity of search lights and screaming bosuns was over, our bunks and blankets seemed quite cozy indeed. Ego and controlling one's own destiny is one thing, but realizing how fragile and insignificant one is against those battering black waves was quite another matter.

"The man at the wheel was made to feel contempt
for the wildest blow,
Though it oft appeared when the gale had cleared,
he'd been in his bunk below."

At last we understood what those lines meant!

Every minute of every day and night for two weeks was a nightmare of drills - fire, damage control, emergency steering, man overboard, anchoring, fueling, and firing practice. Firing practice began with basic exercises of simply passing the ammunition to a great night firing event which gave most of us our first exposure to cannon fire. It occurred on a bitterly cold, biting windy night in the lower Chesapeake Bay. Wallops Island was our target. The captain signalled the command from the bridge to "Fire when ready." Our Battery Officer, ordered his gun captain to fire. I might mention at this point that our Battery Officer attended a short course at Dam Neck Training Command and learned the fundamentals of the firing of a 5"38. What they didn't tell him was to keep his eyes shut when the blast of fire erupted from the muzzle of the gun at night. After the first flash, the Battery Officer was blind for the remainder of the firing. No fool though, since he had assigned the most experienced Gun Captain, Pointer and Trainer on the ship to his gun!! They knew what they were doing, and he knew they did. He told them that he was blinded and to carry on; which they did with considerable success. Our Battery Officer was congratulated by the C.O. with a big "Well Done." The gun crew got early liberty upon arrival in port and their quarterly marks were very high to say the least.

Dec. 2: Deck Log: 0000-0400 - Anchored south of U.S. Navy Degaussing Station, Chesapeake Bay, in 11 fathoms of water with 45 fathoms of chain to the starboard anchor on the following true bearings: SMITH POINT LIGHT 332° , BUOY 12 TL 197° , GREAT WICOMICO RIVER LIGHT 257° . Boiler #3 in use for auxiliary purposes. Signed, J. McLaughlin, Lt. USNR.

Dec. 3-14: Back to Norfolk. Moored starboard side to Pier 4, Norfolk Navy Yard. Took on ammunition, food, supplies, and "umpteen" cases of Gunther beer - which came in very handy

many months later. FRANKENBURG, A. MM1C; GRADY L. SKI; HINKLEY, E.C. MM1C; SVETZ, J.F. S2C; and many other reported on board for duty with bag and hammock.

HASSETT, D.W., S1C, returned on board under verbal orders from the USN Shore Patrol Station, Richmond, VA, charged with "Out of area of 50 miles of his ship without a pass." Official report to follow by mail.

Dec. 15: Departed Norfolk on our way to Aruba, one of the islands in the Netherland West Antilles, with a beautiful new destroyer as an escort - we were definitely in the Navy. There was a blizzard howling in the Atlantic that day and watches were set with the donning of long underwear, watch caps and woolen gloves. We didn't know it then, but we'd never need that clothing again during the war. The ocean was an angry beast that night off Cape Hatteras; the Chikaskia rolled and heaved and creaked and if you had an inclination to sea sickness, it was a good night for it. Dawn found us many miles south and there was a spring breeze blowing off the coast of Georgia. For most of us it would be the last of any winter we'd see for a long, long time.

Dec. 17: Steaming through Windward Passage between Jamaica and Cuba. Sighted San Salvador Light, bearing 180°T, distance 25 miles. Passed Bird Island Light abeam to port, distance 13 miles. Passed Cape Maysi Light abeam to starboard, distance 6 miles.

Dec. 19: Arrived in Aruba; moored port side to the Utility Dock - very hot, tropical climate; what a shock after the cold of Norfolk. We were impressed that the officers of the destroyer had open neck shirts, with no neckties. Little did we realize this would be "Uniform of the Day" for many months to come. From snow at Norfolk to steaming tropics in just a few hours, or so it seemed. Aruba lay like a Caribbean jewel against the blue of the ocean. The tile roofs of the island gleamed in the sun and we were eager to visit our first foreign port. The Chikaskia's real purpose in coming to Aruba was to pick up a load of oil, but the crew remembers it as coming to pick up a load of more volatile fuel.

SMITH, R.G. MM2c; BATDORF, R.C. SK2C; PENNINGTON, R.C. COX; and SITES, C.M. QM3C, were ordered to report to the Provost Marshall, St. Nicholas, Aruba, Netherland West Indies, for Shore Patrol duty. (Some guys have all the luck).

Eye-dazzling whites were broken out of lockers as the ship, riding high in the water, tied up at the dock and began taking on cargo. Liberty was set in such a manner that time ashore was measured in hours with substantial amounts of personnel left aboard to handle the loading.

Aruba was an unmitigated disaster ashore. The heat, the blazing sun and the rum soon separated the men from the boys! Even the "men" were soon struck down in their prime. As though the heat and sun and rum were not enough, there was another lurking danger that awaited us, known as "The Flying Carpets of Aruba." If the rum didn't wipe you out, the "Carpets" did, and a trip or two on the "Beachie-Beachie" along with a belly full of rum soon turned some of America's finest into something else.

"Fifteen men on a dead man's chest,
YO HO HO and a bottle of rum.
Drink and the devil has done for the rest.
YO HO HO and a bottle of rum."

That afternoon a few came aboard in cargo nets. Somehow others made it back to the ship under their own power lifting, carrying, dragging a "disabled" buddy. Some were bruised and ached for weeks after. Whites were forever ruined.

Hindsight is always blessed with 20/20 vision. The following day a buddy accused his savior of swiping his wallet! Looking back, he should have left him where he fell. One thing stands out in memory of that day and evening; when we went ashore, we walked down a gangplank as the ship was higher than the dock. When we made it back to the ship, it was lower than the dock and we had to drag him down the gangplank to the ship.

Before we left Norfolk, our Supply Department accrued several thousand pounds of "rags." Just plain "rags" tied into bundles weighing 200 pounds. Rags were stored everywhere and it appeared at the time that the war wouldn't last near long enough to use them up. We took good care of this situation in Aruba. Our sleek and dangerous-looking destroyer escort came alongside for fuel. Somehow or other, we made a small mistake in turning off the pumps and thereupon emptied several hundred gallons of black oil into the officer's wardroom. Of course, nobody's perfect. That alleviated the "rag problem."

The beautiful white sands, the sapphire blue waters on and surrounding Aruba are pleasant memories. The bent trees - always bending toward the East because of the hot prevailing Westerlies - is another pleasant and interesting memory. Although we were scheduled to depart Aruba after dark, our sailing was delayed because the mighty Chikaskia was sitting on the bottom with mud up to her kazoo. It seems that we forgot to compensate for the extra weight of our guns, armor and other heavy military equipment when calculating her draft displacement. We simply forgot that she had the hull of a commercial C-3 tanker. We spent the night alongside the pier - resting on the bottom and waiting for the tide. The C.O. and his fuel officer were not the only ones who had a headache. But, who doesn't make a mistake once in awhile?

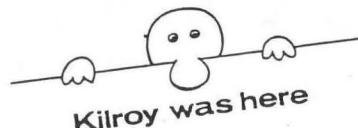
Deck Log Entry: 1330 McClain, E.V. SF2C, returned aboard AOL from 1200 this date, and was made a prisoner at large: Signed, Clifford E. Came, Lt.jg. USNR. (In Aruba yet! That's what we call a sailor's sailor.)

Dec. 21: Sailed on the tide from Aruba with the coast of Venezuela in sight. The Chikaskia wallowed low in the water as we proceeded westward towards the Panama Canal. Those brilliant sunrises in the Caribbean, and the chattering sound of the compressors on the 20 M.M. gun sights as dawn GQ was continued, will long be remembered. Slowly the feeling of intestinal distress caused by Aruba subsided and life aboard ship fell into a routine of watches and turn-to.

Dec. 23-26: Christmas at Colon and Balboa in the Canal Zone - making our transit through the Canal. The Christmas season of 1943 was upon us as we pulled into the Canal Zone. If memory serves correctly, we passed through the locks at Gatun Lake, Cucaracha Reach, Piedro Mieguel and Miro Flores; from the Atlantic to the Pacific the day before Christmas. Christmas Eve in Panama City was a never-to-be-forgotten experience and a "Sea of White Hats" cruised up and down the streets of the "Coconut Grove" area. It was a very unlikely way in which to spend Christmas Eve and, in fact, it didn't even seem like Christmas. Perhaps it's just as well because we were spared those feelings of homesickness that a remembrance of family and friends and other Christmases would have evoked. But, each Christmas Eve since, I've looked back and remembered that evening Panama C.Z. It is still unreal!

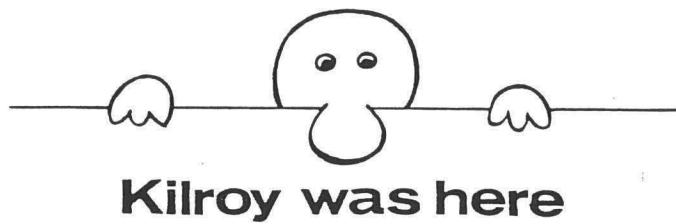
One of our officers, who had sailed in convoys in the North Atlantic, bought and mailed his girlfriend in Baltimore a truly remarkable silver filagree bracelet. Upon arrival in port soon after leaving Panama, he received a "Dear John" letter. He later confided that, when he returned to Baltimore (two years later), he looked her up and asked for his bracelet back. She was married to a friend of his and he was a pretty big guy; and she had no intention of giving it back. He didn't seem to take it too hard. Must say that he had a good memory and certainly wasn't shy.

Several officers and crew members spent Christmas Eve together at one of the more celebrated cafes in Colon - namely the "Blue Moon." After some "friendly persuasion", the regular patrons joined them in wishing each other a Merry Christmas and also joined in a few stanzas of "Silent Night." Whew, it was at least 95° outside and 110° inside. That night also introduced us to the infamous Panama "B-Girls" - lots of promise by inuendo so long as you bought them drinks (usually tea in a whiskey glass) - but no follow-through. Probably just as well!



FLASH: (Major Glenn Miller, trombonist and leader of the most popular "big name" dance bands of the prewar years, was reported missing on Christmas Eve on a flight from Paris to England. His hallmark was slow-paced, romantic music, in arrangements featuring the reed instruments. At his death, he was director of the U.S. Air Force Band.)

Dec. 26: Departed Balboa into the Pacific Ocean. On our way! Baltimore and Norfolk slipping away. Rough weather in the so-called Pacific. Westward Ho!



Kilroy was here

1943

SUMMATION

An uncertain year for our military forces. We were engaged in a seesaw battle in North Africa, and an agonizing, costly struggle from one island to the next, attempting to take the initiative away from the Japanese. But, as the months rolled by, war strategy became decidedly more offensive. Landings in the Solomons and in New Guinea increased our ability to fight an amphibious war, which seemed unavoidable if we were to cross the many watery miles between Pearl Harbor and Tokyo. American troops in North Africa swept across the Mediterranean to Sicily, and then to the Italian mainland itself. To the north our bombers blanketed Europe, helped blast Nazi invasion ports in France --- PULITZER PRIZES --- a novel, DRAGON'S TEETH, by Upton Sinclair; a drama, THE SKIN OF OUR TEETH, by Thornton Wilder; a history, PAUL REVERE AND THE WORLD HE LIVED IN, by Esther Forbes; a biography, ADMIRAL OF THE OCEAN SEA by Samuel Eliot Morrison; poetry, A WITNESS TREE, by Robert Frost; A FREE SONG, by William Schuman won the first Pulitzer Prize for a musical composition --- MOVIES --- Much to the relief of the motion picture industry, more people than ever before decided to go to the movies. Top box-office attractions at motion picture theaters, according to Motion Picture Herald's poll, were Betty Grable, Bob Hope, Abbott and Costello, Bing Crosby, and Gary Cooper. General topics of conversation everywhere were the latest war news, the emergence of a new music called "jive" (which was not really new, only a bouncier, danceable jazz) and the steady stream of star baseball players who were being drafted. Their departure made for a duller game, but the fans remailed loyal --- STYLES --- As in several years past, the standard male garb of "hepcats" was the zoot suit, an ensemble made up of a long, one-button jacket with broad, padded shoulders and peaked lapels, high-waisted trousers that ballooned at the knees and gripped the ankles, a wide silk tie worn against a colored or striped shirt, a knee-length key chain, and a broad-brimmed hat --- DANCING --- The jitterbug was easily the most popular dance of the year, and variations on its basic routine (called the "Lindy Hop") proliferated. In more strenuous forms of the dance, the young man swung his partner over his back and between his legs. In a nine-page article, LIFE magazine hailed the Lindy Hop as "the true national folk dance of America" --- ACADEMY AWARDS --- Presented to CASABLANCA as the outstanding motion picture of the year, to Jennifer Jones as best actress for her portrayal in THE SONG OF BERNADETTE; to Paul Lukas as best actor for his performance in WATCH ON THE RHINE; to Katina Paxinou for her interpretation of Pilar in FOR WHOM THE BELL TOLLS; and to Charles Coburn for his performance in THE MORE THE MERRIER --- BASEBALL --- Stan Musial of the Cardinals and

Spurgeon Chandler of the Yankees were named most valuable baseball players, respectively, of the National and American leagues. N.Y. Giants' relief pitcher Ace Adams set a new 20th-century baseball record of 70 games pitched. Only one of them was a complete game --- FOOTBALL --- This year's National College Football Champion was, for the first time since 1930, Notre Dame, now coached by Frank Leahy. Their record: 9 wins, 1 loss, no ties. The Heisman Memorial Trophy was awarded to Angelo Bertelli, Notre Dame quarterback named by sportswriters as the outstanding collegiate football player of the year --- BOOKS --- Two most popular fiction works of the year were A TREE GROWS IN BROOKLYN, a lovingly and humorously told story of a slum family by Betty Smith; and THE HUMAN COMEDY, a sentimental tale of Americans in California by William Saroyan --- MUSICALS --- Extremely successful play that borders on folk opera is OKLAHOMA by Richard Rodgers and Oscar Hammerstein 2nd. Set in Oklahoma about 1900, it tells the story of the love of an Oklahoma girl for a cowboy. The tunes, "Oh, What a Beautiful Morning," "People Will Say We're in Love," "Poor Jud is Dead," soon caught hold of all America --- SCIENCE --- Nobel Prize in physics presented to Otto Stern "for his contributions to the development of the molecular ray method and for his discovery of the magnetic movement of the proton." Otto Stern was born in Germany but emigrated to America in 1933 because of political pressure. Stern's prize-winning experiments established the foundations of the molecular beam method of studying the magnetic attributes of atoms and atomic nuclei --- MEDICINE --- Large-scale production of penicillin in America was made possible by discovery of a mold on a cantaloupe in a fruit market in Peoria, Ill. This mold was found to yield ten times as much penicillin as original mold discovered by Sir Alexander Fleming of England.

1944

Jan. 1: Steaming as before toward the Hawaiian Islands. Happy New Year. Look out ToJo -- here we come...

Jan. 3: Wee hours GQ. Radar showing surface "blip" several thousand yards dead astern. Lots of excitement on the Bridge until the most experienced Radar Technician convinced the Captain it had to be some sort of "echo," possibly from the mast or smokestack. Since the "bogey" moved simultaneously with every course change remaining in the same relative position dead astern.

Jan. 6: Sighted the "Big Island" of Hawaii bearing 337° T, distance 52 miles.

Jan. 7: "The day that will live in infamy" became real for us today as we steamed into Pearl Harbor, exactly 25 months to the day from the unforgivable Japanese attack. Traces of oil still remained in the bay and covered most of the pilings and water structures. Oil continued to bubble and rise from the USS Arizona.

HAWAII

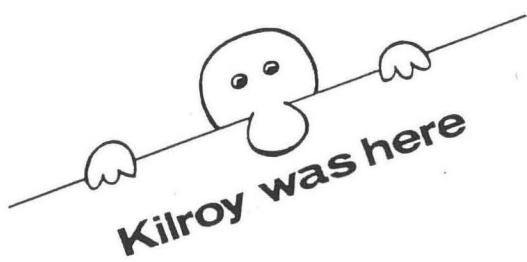
The Hawaiian Islands added the fiftieth star to our flag on July 4, 1960. It is the first state of predominately Asians - more than 60% to 600,000 inhabitants being of Japanese, Chinese, Filipino, or Korean strain; though, with many mixtures, while another 18% have Polynesian blood in their veins. Only 20% are undiluted Caucasians. It is 2400 miles from the nearest United States mainland. It is dependably sub-tropical the year round. It is never cold, except in the mountains and it is very seldom steamingly hot. It is ravishingly beautiful. Its outlines are fantastically lovely and varied. Its cover is one great flower-bower, though snowmay cap its loftiest peaks. Its Polynesian and Oriental girls are lovely and its surfriding beach boys are cinnamon or chocolate athletes. Its beaches are mostly white but some are pure black. Orchids in Hawaii are about as common in Hawaii as daisies are in Kansas. Nature is prodigal everywhere in the Islands and usually she is a gentle mother, but she likes also to hint of power now and then by hurling a few million tons of red-hot lava and ashes from her furnaces in Mauna Loa.

The island of Hawaii is universally called the Big Island and claims the largest cattle ranch in the world; Maui is a beautiful and luscious island and a very, very expensive resort area; Kahoolawe is the smallest island and now a U.S. Navy target

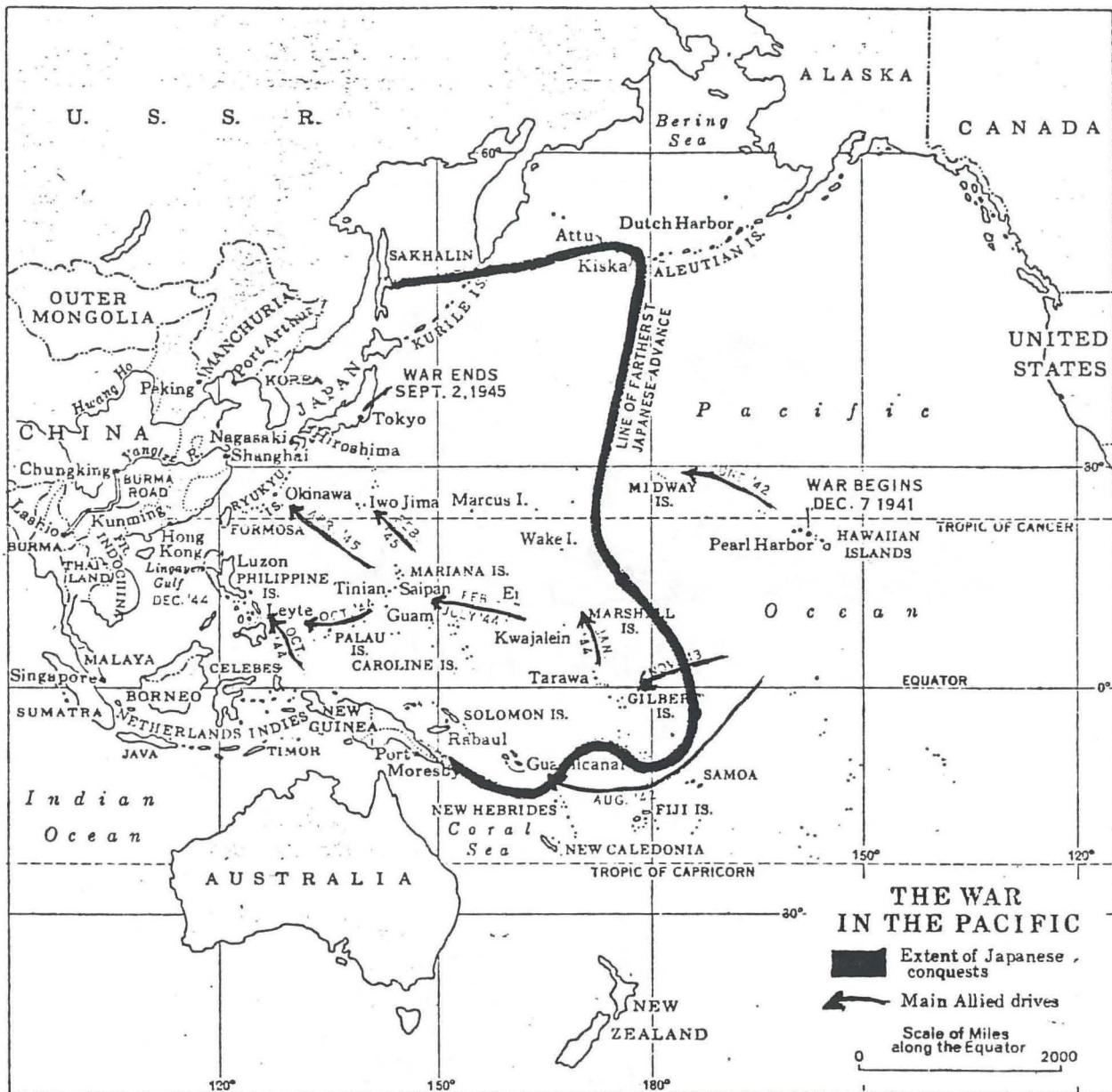
Seven once dice



Aloha Hawaii



Kilroy was here



range; Lanai is owned entirely by the Hawaiian Pineapple Company; Molokai is the Lonely Island and adopted home of Father Damian and his leper colony; Oahu is the Capital Island where Honolulu, Waikiki and Pearl Harbor are located; and finally, Kauai, probably the first in natural beauty; and Niihau, which is privately owned.

Captain Cook first sighted the Hawaiian Islands in 1778. He landed on Niihau, and named the islands the Sandwich Islands honoring his sponsor the Earl of Sandwich. On the islands of the Pacific in those times, there were no mortgages, no insurance, no serious untreatable diseases, no starvation, no old folks dying in need, no orphanages, no welfare to undermine the spirit, no clock-watching, no nuclear targets, no population or drug problems, no traffic lights and no organized crime.

Captain Cook's "fleet" consisted of two little sloops, the Resolution and the Discovery, whose combined burden was only 762 tons. One of his junior officers was a Lieutenant Bligh of Bounty fame. When Captain Cook arrived upon the islands, he was thought to be the God, Lono, the creator of trees, fragrant flowers and beauty, whose coming had been "predicted." Small wonder that Captain Cook and his men returned to these islands frequently for spells of "R & R." His ships commonly sailed into shoals of naked nymphs, scores of them, who clambered aboard bearing gifts. They appeared in general with all their charms exposed, for though they never left the land without at least as much clothing as a large green leaf, this light covering was lost by swimming.

Even Captain Cook, outstanding navigator, explorer, and loyal servant to England that he was, finally succumbed to the many temptations of the Islands. In fact, on one of his boat trips around the islands, he awoke to find his breeches had vanished along with this dusky companion of the night. When it was discovered by the Hawaiians that Captain Cook was not a god, but simply a mortal man like the rest of us, they took his life shortly thereafter in Kealakekua Bay on the Big Island.

R & R in Hawaii 166 years later was not quite the same. There were thousands of GI's, but very few "wahines"...and none that we saw wearing large green leaves.

Jan. 10: Deck Log: 0900 - Pursuant to Commander Service Squadron 8 Personnel Order #26 of 7 January, 1944, the following men were received on board for duty (among others):

SIMMONS, E. V. - SLC	CORSITTO, J.F. - S2C
GRINCATO, J.J. - SLC	CZAJKOWSKI, E.J. - S2C
GEARY, E.W. - SLC	GERLING, R.N. - S2C
FLORA, G.J. - SLC	GRUNNINGER, F.F. - S2C
FLAMMER, J.M. - SLC	HAINES, R.L. - S2C
DELAVILLE, M.H. - SLC	MICELLI, J.A. - S2C
BARNSIDE, W.A. - SLC	O'BRIEN, D.A. - S2C
BROWN, R.A. - SLC	ROSENFELD, S. - S2C
BERTONE, F.A. - SLC	CHIVAROLI, C.A. - S2C
AUFIRO, A.C. - SLC	

Signed: Ralph W. Burger, Lt.jg. USNR

Jan. 22: Landed 125 combat-ready marines ashore on the north-east tip of Maui, in Lahaina Roads. A very tough, lean and grip-looking outfit. Under top secret orders, learned that they were later picked up by a submarine in the early morning hours and headed west.

Jan. 25: We departed Pearl Harbor under secret orders. Destination unknown. Sailed through anti-submarine nets and headed west.

Jan. 28: Captain revealed to the crew that our mission was to participate in the invasion of the Marshall Islands.

OFFICIAL REPORT (Invasion of Marshall Islands):

After the Gilberts had been invaded, the Marshalls were the next step in the thrust toward the Marianas. Land-based bombers from the Gilberts bombed enemy strong points well in advance of the invasion, and fast carrier task forces raided Japanese airfields and shipping for six consecutive days, beginning on 29 Jan. How well this job was done is evidenced by the fact that no Japanese fighter planes appeared on Kwajalein after 29 Jan. Marines and Army troops landed on Kwajalein and Majuro Atolls on 31 Jan. and on Roi and Namur the next day. By 12 Feb., this island chain was sufficiently under Allied control to begin "mopping up" operations.

Feb. 4: Sailed into Majuro Atoll in the Marshall Islands. In physical contrast to the widely scattered variety of Pacific Islands, the windswept Marshalls are a compact archipelago. They are located midway between Hawaii and New Guinea. There is not a single high or volcanic island in the Marshalls, as they are made up of 34 coral atolls and single islands. Warfare has proven even more destructive than the worst typhoons to some of the Marshall Islands. As an example, only seven coconut trees survived the conquest of Kwajalein, one of the largest atolls in the world. Its ninety flat islands and islets encircle a lagoon with an area of nine hundred square miles. It would, if necessary, hold all the navies in the world.

Majuro was the only and the main international trade port for copra. It is estimated that it cost the United States over six-billion dollars to capture the Marshalls during this war. (The Navy now considers them its first line of defense beyond Pearl Harbor.) Eniwetok and Bikini are among the Marshalls, and are well known for other reasons. Not much was remaining of Majuro. Palm trees are bare of leaves and coconuts. Beautiful beaches are littered with the "souveniers" of war. Oil slicks and scum festers in the lagoon. A few startled and frightened islanders appear - and that was that!

Feb. 5: Fueled aircraft carriers Enterprise, Belleau Wood and and the destroyer Jenkins. (Since we replenished over 600 ships during our 1944-1946 adventures in the Pacific, we will not list the names of the ships we fueled from this date onward, unless there is some significant reason to do so.)

Feb. 13: Departed the Marshall Islands alone and without an escort for Pearl Harbor. We were ordered to make our best possible speed and to zig-zag enroute which we did across a smooth and glassy sea. The last several miles before entering Pearl, we steered a steady course for "the barn" and our wake "veed" out from the ship to the horizon.

Feb. 18: Arrived Pearl Harbor and moored alongside the USS Indianapolis. That evening we had our choice of movies, either aboard the Chikaskia or aboard the Indianapolis. As you can begin to understand, movies were rapidly becoming an integral part of our lives. That was the one great event that happened every day. Rain or shine, rough seas or smooth, GQ or no GQ, we got to see those flicks, and frankly, most of them were pretty darn good. In fact, we saw pictures with Betty Grable, Ann Sheridan, Bing Crosby, Gary Cooper, Bob Hope, Dorothy Lamour, Spencer Tracy, over and over and over again. And they were all great. Hell, man - we even saw them twice on Saturday and Sunday. "They just don't make 'em that away any more."

On this particular evening, which will forever stick in our memory because the moonlight was so brilliant one could read a newspaper on deck, some of us watched the movie aboard the "Indy" and, although we had no way of knowing it then, many of the men aboard that ship were doomed. Later in the war, almost at the very end, the "Indy" would deliver vital parts for atomic bombs to Guan, Tinian, and Saipan and, on the return trip to Pearl, would be sunk by a Jap submarine. A substantial number of men floating in the water after the sinking were reportedly attacked and killed by sharks.

Old Sea Dogs like our first skipper, Captain Hasse, didn't have much use for sharks. Can you remember the Browning automatic rifle he kept on the bridge just for blasting sharks? That was one way of getting your full, undivided attention during a sleepy afternoon bridge watch.

Feb. 20: Underway for the Marshall Islands. Fully loaded in all respects. Destroyers Martin and Jenkins are escorts.

Feb. 25: Six Japanese bomber aircraft were sighted on the horizon but departed in a northerly direction without attacking.

FLASH: (Parry Island fell to U.S. Marines on Feb. 22, bringing all of the Marshall Islands under Allied control).

Feb. 27: Entered Louella Pass into the Majuro Lagoon and ran aground on a coral head almost in the center of the lagoon. Our bow is smashed in about four feet. The Commander Fifth Fleet (TBS-Bald Eagle) ordered every one off the air and wanted to know what in hell happened? Captain Hasse explained our error.

Jack McLaughlin, our fearless navigator, told his companions at dinner, "Don't worry about it, everybody slips up now and then." The following morning, two huge sea-going tugs, Tawasa AT-92 and Tekesta AT-93, pulled us off at high tide. McLaughlin said, "I told you it was nothing to get excited about." He did not have any comments concerning what Captain Hasse said to him.

Mar. 1: Departed Majuro none the worse for wear, except a few jangled nerve endings. We departed in time to miss air raids by Japanese long-range bombers.

Mar. 3: On this day, our ship accomplished something that few others had - namely crossing the Equator in Latitude 00°00'00" and the International Date Line simultaneously. The following subpoena and summons was delivered to all of the crew who had not crossed the equator: (Copy of original on next page.)

After the initiation, which was all that we heard it would be, we were awarded the following certificate which can never be taken away:

GOLDEN SHELLBACK

"To all sailors wherever ye may be: and to all Mermaids, Whales, Sea Serpents, Porpoises, Sharks, Dolphins, Eels, Skates, Suckers, Crabs, Lobsters, and all other living things of the sea - GREETINGS:
Know ye: That on March 3, 1944 in latitude 00°00'00" and longitude 180°00'00" there appeared within our Royal Domain - Davey Jones - and
BE IT FURTHER UNDERSTOOD: That by virtue of the power invested in me, I do hereby command all my subjects to show due honor and respect to him wherever he may be.

SUBPOENA AND SUMMONS EXTRAORDINARY

THE ROYAL HIGH COURT OF THE RAGING MAIN

Region of the South Seas

Domain of Neptune Rex

TO WHOM MAY COME THESE PRESENTS
GREETINGS AND BEWARE

WHEREAS, The good ship CHIKASKIA, bound for the South Seas, destination unknown, is about to enter our domain; and whereas the aforesaid ship carries a large and loathsome cargo of landlubbers, beach-combers, guardo-rats, sea-lawyers, lounge-lizards, parlor-dunnigans, plow-deserters, park-bench warmers, chicken-chasers, hay-tossers, four-flushers, dance-hall shieks, drug-store cowboys, asphalt arabs, and all other living creatures of the land, and last but not least, he-vamps, liberty hounds, St. Nick's and Times Square Cabrillo's, masquerading as seamen, of which low scum you are a member, having never appeared before us; and

WHEREAS, The Royal High Court of the Raging Main will convene on board the good ship CHIKASKIA, on the 3rd day of March 1944, at Longitude ~~100°~~ Lat. 00-00-00, and whereas, an inspection of our Royal Muster shows that it is high time your sad and wandering nautical soul appears before our August Presence;

BE IT KNOWN, That we hereby summon and command you G.A. DAVAGE, SIC., U.S. Navy, to appear before the Royal Court and Our August Presence on the aforesaid date at such time as may best suit OUR Pleasure.

You will accept most heartily and with good grace the pains and penalties of the awful tortures that will be inflicted upon you to determine your fitness to be one of our Trusty Shellbacks and answer to the following charges:

CHARGE 1--In that you have hitherto wilfully and maliciously failed to show reverence and allegiance to our Royal Person, and are therein and thereby a vile landlubber and pollywog.

CHARGE 2-- Trying to take the spots out of the wild cat.

CHARGE 3-- Wants to impersonate a stargazer.

CHARGE 4-- Insulting the Royal Baby.

Disobey this Summons Under Pain of Our Swift and Terrible Displeasure. Our Vigilance is Ever Wakeful, Our Vengeance is Just and Sure.

Given under our hand and seal

S. CHICKA
S. Chicka C.B.M.
DAVY JONES,
Scribe

H.C. Magann
H.C. MAGANN
NEPTUNUS REX,
Ruler of the Raging Main.

(S E A L)

DISOBEY THIS ORDER UNDER PENALTY OF OUR
ROYAL DISPLEASURE - NEPTUNAS REX, RULER
OF THE RAGING MAIN.

Cdr. Lawrence J. Hasse
Commanding Officer

March 4-6: Steaming south westerly toward the New Hebrides in Melanesia which is composed of several British and French Islands. They are approximately 800 miles east of Australia and the same distance south to New Zealand.

FLASH: (Berlin attacked on March 6 by 800 Flying Fortresses when 2000 tons of bombs were dropped on the German capital.)

March 7: Entered Segonda Channel and proceeded to anchor in Berth 37 in Espiritu Santo in the Hebrides Islands, in 27 fathoms of water with 60 fathoms of chain to the starboard anchor. SOPA is in the USS Dixie. We enjoyed the "Clubs" set up for the officers and crew. Not too much to do but always a break to leave the routine of the ship behind for a few hours. Softball, boxing, and volleyball were the sports we were most interested in, and also a few beers at 5 cents a bottle. Didn't take too many out there in the tropical heat to get a good "buzz" on. One beer did the work of two, maybe, three. The urinals all had TOJO's face painted on or in them, and, of course, he was our main point of aim. Again, no feminine companions. There were a few nurses but, unless you had a new pair of white shoes close to their size, you were out of luck.

CHARLES F. McCUE reported aboard for duty in accordance with Navy Department orders and was assigned to the Boatswain Locker. (He remained with us through the Bikini Bomb Test.) Good sailor, that McCue.

We moved anchorage at one point and Captain Hasse backed us up almost 4 miles in Segonda Channel to our new berth in Palikulu Bay. He had been a Texaco oil tanker skipper for many years before the war and was a fine ship handler.

Polynesia-Micronesia-Melanesia: There is no such thing as a "typical South Sea Islander." They are a widely mixed people just like us. They comprise three large groups of human beings, vastly different individuals. First, we have those who live in Polynesia which includes Hawaii, and "many islands which are basically in a huge triangle in the central Pacific Ocean." Polynesians are usually classified as being a composite chiefly of white, Mongoloid and Melanesian races. Usually they have black wavy hair, black eyes, brown skin, and are tall. They are the closest relative to the Caucasian of the three groups of South Sea people.

Micronesia includes the islands known as the "little islands," where their people for the most part, live north of the Equator on more than 2000 islands scattered over an area larger than the United States. The islands are in the far eastern Pacific Ocean and east of the Philippines. They include the Caroline group, of which Palau, Yap, Truk and our old friend Ulithi are part. Their appearance is more like the Polynesians rather than their neighbors to the South. Finally, Melanesia is located northeast of Australia and its islands cover the area from the Fijis to New Guinea. They are basically of Negroid stock, with thick beards, frizzy hair and thick lips, and vary in color from a dark brown in the New Hebrides to a deep black on the Solomons. Melanesia also includes Guadalcanal and Tulagi, where we anchored so long that we were almost aground in coffee grounds. Remember the huge fat fish that used to spend all day just swimming lazily around the ship? I think he grew almost a foot longer during our visit to Tulagi.

We attended Catholic Mass at a French Mission located on a bluff overlooking the Palijulu Bay and surrounded by many palm trees. A dock jutted out from the waters' edge and French planters arrived in small motor boats with their families - the majority of whom were very attractive children - and apparently Melanesian. Tiny lizards crawled up the walls of the little white-washed church and green parrots screeched in nearby trees. The services were in Latin, as was the custom in those days, and the priest, a Frenchman, was a "traveling priest" who said Mass in several similar churches and homes throughout the islands. Many of our crew attended. We might also add that an interesting touch in churches was the presence of several very small, dark-eyed and swarthy-skinned people who reportedly still engaged in head hunting with rival tribes. When we returned to our boat at the dock, we noticed many varieties of tropical fish, many of which we had seen at home in tropical fish stores. And here there were thousands of them - all brightly colored, and no charge.

During this period in the Hebrides, we went to G.Q. twice because of air contacts which veered away without attacking. We also saw a USO show headed by Ray Milland and three love-lies. At this point, however, the bride of Godzilla would be a distinct possibility, if not a realization.

March 15-20: Departed Espiritu Santo enroute to the Solomon Islands on a north easterly course. We are heading toward Bouganville and have passed Santa Cruz and San Cristobal Islands. We are now between Malaita and Guadalcanal. Radio reports from Guadalcanal are coming in loud and clear. Continuing westward into the Admiralty Islands.

March 23-29: Fueling at sea near the coast of New Guinea. Another Japanese reconnaissance aircraft checking us out. Fueling heavy cruisers and carriers off the coast of

New Ireland, just south of the Equator, and it is stifling hot! Escorts reported submarine contacts. Went to General Quarters several times. Zig-zagged at top speed away from last position of contact. Escorts remained in the area and dropped depth charges. Sounded like our bottom was being blown away.

Last night another Japanese medium-sized bomber circled our task force but flew off to the north. We are approximately 45 minutes from Japanese air bases. Our carrier forces have commenced attacking strategic locations in New Guinea. A very exciting week, in all.

Mar. 30-Apr. 18: Returned to the New Hebrides and anchored in Pallikula Bay, near Espiritu Santo.

A small native village of the so-called "Head Hunters" was located nearby in the jungle. A few of the officers visited the village and came away unimpressed, saying it was very poor, extremely hot and better off forgotten. The following day, some of the crew broke into a native hut and raised a little bit of hell. The Captain reduced each one a rate and restricted them seven months to the ship. As we look back on things, the restriction didn't mean much because there was no place to go, but the loss of rate hurt!

Shifted berth to Espiritu Santo. We had a propeller blade which showed signs of cracking and sought repairs by the USS Mindanao, a repair ship. Officers and crew attending fire-fighting and damage control schools. Plenty warm in those classrooms. Propeller blade is repaired.

April 18: Departed New Hebrides in a westerly direction. We are just south of the Equator and apparently enroute to New Guinea, a joint Australian-Netherland Trusteeship. Japanese submarine sighted by U.S. aircraft 22 miles north of our present position. Increased speed to full and continued steaming west. We are 180 miles from Rabaul.

April 22: Unidentified bomber circled our formation. We are in sight of the Admiralty Islands which have been under constant bombardment. Arrived at Manus Island in the Admiralties and anchored in Los Negros in Kaleua Harbor. The Japs had been strongly fortified here, but decisively beaten by the U.S. Army First Cavalry Division who now are in the process of "mopping up."

OFFICIAL REPORT: (U.S. troops invaded New Guinea on April 22.)

New Guinea is the second largest and least explored island in the world. It is as long as from New York City to Denver, a land of great beauty and riches and millions of mosquitos, countless crocodiles, leeches, green tree pythons and bumblebees that can drill holes larger than a man's thumb through

wooden posts. Allied military men who sweated and shivered with malaria and jungle rot as they crawled and fought across the tangled trails of thirteen thousand-foot mountain ranges came to know the impenetrable jungles, blood-sucking flies, swollen rivers and great gorges. They also were aware of the head hunters who lived mostly in the swamps of the coasts and the deep valleys of Dutch New Guinea. They hunted heads for religious and ceremonial purposes, and they are still very active despite the efforts of missionaries and the government to "change their ways."

Natives who became truck drivers, carriers, trackers and machete-men for our forces liked the free and easy spirit of the Americans. They also liked GI rations. Despite the limitations of pidgin English they heard about Rusefel (Roosevelt) the Friendly King of America. They even learned something about the Boston Tea Party and the Battles of Gettysburg and Bunker Hill. During a highly critical part of the war when the Australian mainland was gravely threatened the native people of the Territory of Paupua and New Guinea rendered priceless service to the Allied cause. For many long months, they labored over the little known trails of the Owen Stanley Ridge with desperately needed supplies and on the return trip, carried the wounded up and down the steep mountain sides on improvised stretchers. Their aid to Allied scouting parties and stranded airmen was invaluable. As a result, they became widely known in Australia as "fuzzy-wuzzy angels."

April 24: The Officer of the Deck of a destroyer escort was reported killed by sniper fire from the beach.

Visited the scene of the battle on Los Negros, although restricted to a "safe" area. Dead Japanese were being scooped up by bulldozers and placed upon mounds of other dead soldiers of the Rising Sun. Mounds in some places were as high as twenty feet and possibly fifty feet wide. They were picked up and buried in huge holes dug in the sand and then covered with lime and sand. Our troops ashore are still being killed by booby traps, snipers and Kami-kazi soldiers. Our Army and Australian soldiers guard the air strips. A Liberator B-24 with engine failure crashed into a nearby Sea-Bee base yesterday, killing 30 men.

At anchor in Manus. One of our stalwart Petty Officers who had the occasion to stand a gangway watch from midnight until 0400 told us this story about a shark. "It was a long night and the Officer of the Deck finally decided to be elsewhere, but he left a book at the gangway desk titled, "Call House Madam." I was working my way through it when I heard a noise at the rail. I pulled the gangway light so that it shone in the water, and almost flipped out! There, in the water, nudging the side of the ship was a 20-25 foot Hammerhead Shark. It was a terrifying

sight. Although I could have easily shot it with my sidearm, a Navy Colt 45, I rationalized that I probably couldn't have killed it, and visualized looking like a fool, getting everyone awake, with only an empty automatic as proof to what I had seen. So Super Shark and I stared at each other for a long 20 seconds before the shark dived and disappeared in the murky depths. I spent the rest of the war trying to track down "Call House Madam" among the officers and others, to no avail. It wasn't until several years after discharge that a friend finally loaned me a copy and I was able to finish what I had started to read the night of the big shark."

May 1: Underway from Manus to Tulagi and Purvis Bay in the Solomons, where we roared as station tanker for nearly three months in the backwaters of the Pacific War - a la "Mr. Roberts."

The most exciting thing to happen to our officers was a dance at the Pruvise Bay "Iron Bottom Bay" club attended by 900 officers and 12 nurses. Overheard at the gangway as a few officers returned from that liberty was the remark, "Jeez, and to think I spent \$10. buying those nurses rum cokes---." (The trip couldn't have been a total failure - after all, they were women.)

May 6-June 3: Underway for New Hebrides for fueling operations in and out of the Islands.

June 3: Pursuant to Bupers dispatch 291731 of 29 May, 1944, LCdr. G. Zimmerman relieved Cdr. L. J. Hasse as Commanding Officer. Four side boys honored Captain Hasse as he departed. Many of the officers and crew shook hands with him and wished him well.

FLASH: (Germans were pushed out of Rome on June 4 by Allied advanced tank units on Trinity Sunday. In deference to the religious holiday, the American 5th and English 8th armies did not occupy the city until the next morning.)

FLASH: (D-Day, Invasion of Normandy. On June 6 the largest aggregation of land, naval and air forces ever assembled struck the Nazis a blow on the Cherbourg Peninsula that marked the beginning of the end in Europe. Thousands of naval vessels participated. Within 24 hours, 66,000 U.S. troops landed on the Omaha and Utah beaches. In a week, this number grew to 250,000 and within three months, the Allies had landed more than 2,000,000 men in Europe. U.S. battleships, cruisers, and destroyers nullified the effectiveness of German shore batteries, allowing troops to crash out of the beachhead and head inland.)

June 4: JACK GINGRICH dived off the fantail today into the deepest and clearest water ever seen. Down and down and down he went - POP went his eardrums - Finally pulled out, pumped out, and dried off. Jack made a beautiful dive, but man-o-man he almost drowned.

June 7: One of the crew was awarded with a Presidential Unit Citation. Does anyone recall who this was?

OFFICIAL REPORT: (Invasion of Marianas Islands.) Saipan, Guam, and Tinian had to be taken to provide U.S. bases for long-range bombers raiding the Japanese homeland. Almost 800 ships, manned by nearly 250,000 sailors, and carrying 150,000 soldiers and Marines, set out to do the job. Landings were made at Saipan on 15 June, and followed by assaults against Guam and Tinian on 21 July and 23 July, respectively. All organized Japanese resistance ended by 10 August, after 48,000 men of the defending garrisons had been killed. U.S. casualties were about 30,000, including 5,000 killed and missing.

June 19-20: FLASH: (Battle of the Philippine Sea.)

The Japanese planned to wipe out the U.S. fleet off the Marianas by attacking it with carrier aircraft which would land in the island chain, refuel, and strike again while returning to their ships. The plan was partly defeated when U.S. submarines Cavalla and Albacore sank Taiho and Shokaku before these two carriers could get into action. U.S. carrier aircraft shot down over 300 Japanese aircraft. The next day, American aircraft struck the Japanese fleet again, sinking the carrier Hiyo, and running the total of aircraft kills to 426 ship-based planes, plus 50 land-based aircraft. The Imperial Fleet withdrew to Okinawa; its naval airforces never recovered from these losses.

FLASH: (Servicemen's Readjustment Act signed by Pres. Roosevelt on June 22. The measure provided broad benefits to returning veterans, including a generous education program - known as "GI Bill of Rights.")

July 2: This was the beginning of a ship's newspaper. It was called the "CHIK-CHAT" and was dedicated to ship's company - Past, Present, and Future.

Editor-In-Chief

D.L. KONZ, Y1C

Associate Editor

F.F. BERGLUND, Y2C
G.L. GOTHA, Y2C

Advisory Committee

LT. A.T. WAINWRIGHT
LT.(JG) W.N. HILLIARD

CHIK-CHAT - VOLUME 1

We find that over 250 men have been advanced in rating since our commissioning in November 1943. That figure represents nearly 98% of the total enlisted complement.

* * * * *

Wouldn't it be advisable to move the barber shop (with REUBEN MARTIN in it) into one of the clipping rooms? REUBEN hands out clippings that you'll never forget.

* * * * *

DOC BRADFORD: "Do you mean to tell me you'd come to me for something as small as this in civilian life???"

JIM SOWELL: "No sir; I'd send for you."

* * * * *

THINGS WE'D LIKE TO SEE

COX with a two-inch paint brush

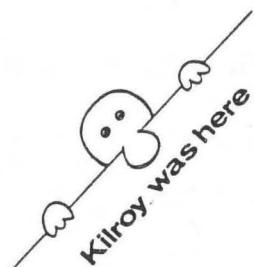
HARGER carrying stores

MR. CHAUVIN in dungarees

LARRY BUSHOUSEN with a holiday routine

One o'clock liberty

THE GOLDEN GATE



* * * * *

FAMOUS LAST WORDS

1. Just trust me, that's all I ask.
2. You guys are nuts, I'm telling yuh... SHE'S different.
3. I'll never leave you.

* * * * *

Another celebrity has been uncovered in our midst. It seems that BRAND is on the ladder of success toward his ambition to prove the adding machine wrong. If he does so, you and I will have the privilege of knowing another Einstein.

* * * * *

We've all heard of Rip Van Winkle. Even now as I write this, another Rip Van Winkle is born. This one is Rip Van Rojas; having turned sweet twenty-two recently, Rip boasts of 20 years in his sack and two in the bake shop.

* * * * *

CONGRATULATIONS AND WELCOME ABOARD!

NORMAN LAND ----- A baby girl ----- GREAT

CHIEF COOK ----- A baby girl ----- TERRIFIC

BRYAN AUWEN ----- A baby girl ----- Whose name

is GRETCHEN - WUNDERBAR

(THANK HEAVEN FOR LITTLE GIRLS)

* * * * *

FLASH: (National Convention of the Democratic Party met in Chicago on July 19 and nominated Pres. Roosevelt for his fourth term and Harry S. Truman for vice-presidency.)

FLASH: (German defenses in Normandy crumbled under heavy attack by U.S. soldiers under Gen. Bradley on July 25.)

FLASH: (Americans pushed into Brittany on August 1, driving forward relentlessly after taking Normandy.)

FLASH: (Americans swept through Brittany peninsula on August 8 and launched a powerful drive eastward toward Paris.)

FLASH: (Guam fell to Americans, after 20 days of bloody fighting, on August 9. The conquest cost the Americans 1,214 lives and nearly 6,000 wounded, while 7,000 Japanese were killed and almost 500 prisoners were taken.)

FLASH: (Saipan fell to Americans on August 10 after 25 days of hard fighting. Upwards of 25,000 Japanese soldiers were killed while 2,359 American lives were lost and more than 11,000 wounded.)

August 13: Tulagi --- Bob Hope and Jerry Colonna with a cast that included Frances Langford, singing star, and a bundle of pulchritude named Patty Thomas who put even "Old SOL" to shame for heat - gave us a great show sponsored by the USO. Bob and Jerry were in great form. Frances can really bang out a song and Patty did a few limb-revealing routines that was the cause of several sailors and marines falling out of the tops of palm trees.

FLASH: (Paris liberated August 25, 1944)

CHIK-CHAT

MEDICAL: Doc BRADFORD - "Good morning Joe. Any aches or pains?"

JOE LYNCH: "Yes, sir. I have some trouble breathing."

Doc B.: "No problem. I can stop that right away."

SPORTS: Black Diamond Starboard Hawks play First Division today in opening softball game of intraship competition. Ens. DICK SHEFFEL will be on the mound for Black Hawks with his "invisible ball."

WE'D LIKE TO SEE: JOE COSCIA giving the correct number of boat calls -- JERRY RUSSO refusing his daily ration --- ROTHBAND performing his duty as Captain of the Head.

WHY... does JOHN GRINCATO holler so long and so loud after receiving his share at mail call?

MUTTON: Mr. WATERS bought 1,500 pounds of Australian mutton for 9¢ per pound. He should ask for his money back. After several "meals" accompanied by heart burn, gas pains and vapors, it was given the deep six during a midnight watch. We feel sorry for the poor fish that ate it.

WE'D LIKE TO KNOW: What GEORGE FLORA and JOHN GRINCATO are talking about in those deep huddles - it must be LIBERTY because they sure are hounds for it.

BOOZE: Last week during below decks inspection, someone tied a bottle under his seat in the head. QUESTIONS: Who sat on the seat? Who told the C.O. he couldn't stand at attention because he had an upset belly?

ACEY-DUCEY: The champion of the USS CHIKASKIA is GEORGE FLORA who beat our own C.O., Captain Boyd, in a long elimination tournament.

C DIV.: What first class astounded all hands by making a debut at quarters one day last week?

C DIV.: Congratulations to LOU POWERS on your promotion to leading Petty Officer in radio shack. Don't be too tough on your buddies - especially VINCE SMITH, whom you might end up with in Philly.

SWEETHEART: J.B. ATKIN keeps picture of "Claire" inside locker door. Keep the motor launches running for the Auxilliary Gang.

PASSING PARADE: J.F. BISHOP - if it's a diving job, see JOHN. He is anxious to use that new suit...E.V. BONANNI - "Have you ever had to listen to his "jokes?" --- JESPER G. BOUDREAUX --- This prospective storekeeper carves his accent from the deep South --- Cajun country, I believe --- J.A. BOURGEAULT --- "Frenchy" to his pals in the "E" gang... --- L.L. BOYD --- The reason why we don't have to back down to any ball club...

WE WOULD LIKE TO SEE: SUTTLE without a sandwich and LINTON with a G.I. haircut.

NEW ENGLAND: BURT WEBER is a Down-Easter who is readily recognized by that broad a__ - quite a man, that fellow.

MOTOR MACK: JOYCE CRAFT comes from a state that is high in the middle and round at both ends - O-HI-O.

* * * * *

This week (Aug. 13) the V-12 Program took from us our good friend, DON KONZ, who was also our feature writer, cartoonist and Editor-in-Chief of CHIK-CHAT. He was a friend indeed. Perhaps he'll report back as an Ensign.

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BENNY BENJAMIN - is the little guy who probably originated the idea, "the bigger they are -----."

VIVA-LA-FRANCE: ROLAND PELLOQUIN - our French connection. What a guy!

SIGNALS: DON SOPER - quick on the bridge and quick on the diamond. Bet he ends up a detective in Bean Town, or a suburb nearby.

WATER TENDER: FRANK SCHEIDERER - always keeps four nuts of water on the gauge.

CRAFTSMAN: JOYCE CRAFT - keeps those motor launches running and a lot of other things as well.

* * * * *

Every night while we are at sea, we have men who are, not literally but actually, up in the air. They are the Watch in the Crow's Nest. As he climbs the mast to take over the watch, he's leaving behind him the crew, most of who will be sleeping soundly as night falls, and very, very vulnerable. These same men are out here doing their bit in an effort to protect those things which we all consider most necessary for the pursuit of life, liberty, and happiness. They are placing their faith and trust in you who climb that mast to see the exhaust of that plane on the horizon, or the phosphorescent wake of that periscope or torpedo in the black water of night. All these men ask of you is one or two seconds warning. Please! Don't sell out your ship for a few winks of sleep...

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Sept. 6: Somewhere in the waters off the Western Caroline Islands. All hands on pins and needles - the past few days were uneventful other than several GQ's that were the real McCoy, but the Japanese aircraft did not move into attack. Our destination was the Mile Atoll and it was our good fortune not to enter the harbor because the Japs are still there and very much alive. After several nights of near war, all hell broke out - surrounded by thunder and lightning of an aircraft battle between our guys and the Japs. Don't know the count, but understand our pilots really crushed them.

Sept. 11: Departed Purvis Bay and rejoined the war. First to Manus and then to Ulithi in the West Caroline Islands.

Now we were part of the Third Fleet with Admiral William F. Halsey whose flag is on the new fast battleship New Jersey and Vice Admiral Marc Mitscher, CTF 38, on the new carrier, Lexington. The objective - Leyte Gulf in the Philippines.

Our task group was 30.8 and Captain Jasper Acuff led us in some of the most eventful days of the war. On the TBS he was "Suez" and our task group was "Bloodshot." Our code name was "Balderdash." A typical message - "Hello Boodshot, this is Suez. Execute to follow: Corpen Shackle Baker Able Yoke Unshackle. Balderdash and Sugarplum Acknowledge." (Are you still with me?)

Sept. 13: Today we can see the green mountains of New Guinea.

Sept. 14: Arrived at Manus Island in Los Negros Harbor, moored alongside the S.S. Fort Charlotte and re-fueled.

OFFICIAL REPORT: (Peleliu): Following some five months of preliminary air bombardment by Army Air Corps planes, and several days of intensive bombing by carrier-based Navy planes, and gunfire bombardment, the First Marine Division landed on Peleliu, where the defending Japanese gave them one of the hottest fights of the Pacific War. The enemy was skillfully hidden in caves, the beaches were mined, and pillboxes covered every bit of ground. Within two weeks, most of the island was in U.S. hands; Peleliu was declared "secure" on 14 October. Many enemy troops held out and had to be hunted out, one by one. Not until 27 November was the last Japanese organized resistance overcome. By that time, Marine casualties numbered 1,124 killed; 5,024 wounded; and 117 missing. Estimates of Japanese dead reached 10,695.

Sept. 18: Departed from Manus with nine oilers, three CVE's and eight destroyers. Our mission is to fuel Task Force 38 in the vicinity of the Philippines.

Sept. 19: Four Navy fighter aircraft provided us with air cover. Now deep in Japanese territory (Lat. $2^{\circ} 39'$ - $142^{\circ} 00'$ Long. at 2000.)

Sept. 20/1305 GQ: Destroyer had sub contact and started dropping depth charges. Our task group took evasive action. A destroyer escort has joined us to reinforce our antisubmarine units.

Sept. 21/1800 GQ: The Caliente AO-53 left us today and a carrier and D.E. joined us.

Sept. 22/100 GQ: Unidentified aircraft: Now going between the islands of Yap and Peleliu. Destroyers dropped depth charges during the night, one of the tankers broke down. Very dangerous waters and a dangerous situation to be in.

Sept. 23: Chikaskia simultaneously refueled the battleships New Jersey and Iowa today. Considered one of the outstanding seamanship feats of WWII.

Sept. 24: One of our escorting planes crashed into the sea. The crew was picked up by a destroyer. We are 100 miles from the Philippines. Injection temperature of sea water is 87°. Steaming as before and playing hide and seek around the Philippine Islands. Continuously refueling our attack forces.

Sept. 28: Passing within visual sight of Peleliu, where the Marines have just established a beachhead. Some of us feel that we may have been used as bait for the past three days but that is highly unlikely. Lots of submarine contacts, however.

Sept. 30: Passed two groups of uninhabited islands.

Oct. 1-3: Arrived at Manus Island where various groups of the Pacific Fleet are now present, took a load of oil from a merchant ship. No air in the compartment - 119° - wonder how hot Hell is? ZEKE GRELLER transferred back to the States. He was one swell guy. Brother lost in action, and his wife just passed away.

CHIK-CHAT

ARKWRIGHT, JAMES A.--- Arky just emerged from under a heap of scullery pots and pans to take his place on deck --- ARNESON, VERNON D. --- This guy from Minnesota is what is known as the strong and silent type --- ATKIN, JOHN B. --- Once had aspirations about being a yeoman --- AUWEN, BRYAN L. --- Ask this Montana boy anything about farming. He knows the answers --- BARNHARDT, RAY E. --- A recent addition to our ship who hails from Waynesboro, PA --- J. RUSSO --- His latest coup concerns our fuzzy-wuzzy friends of the bum-boat variety. Jerry bartered one bleach bottle of salt-water for a jar of shells and got away with it. Hmmmm. ---

* * * * *

A test was given last week to one of our divisions. The following answers concerning our ship brings to light the fact that some rough corners need smoothing out. We reprint a few answers herewith:

Mr. Whiteowl is the gunnery officer...The hole in the block through which the line reeves is called the SWALLOW...The "E" Division consists of storekeepers, cooks and bakers...The ship has a displacement of \$45,000 when loaded...The officer third in command is Mr. Milstein...

* * * * *

Did you happen to notice how sleepy JACK WALKER was all day Friday? It was just because he was practicing one of his hidden talents - that of midwife. Poor Jack was up all night helping "Lady" usher her seven pups into the world. Where was Chief Cook and Chief Amundsen?

* * * * *

ARMISTICE DAY: E. W. HALLETT plans to carry an oar on his shoulder and start walking inland until someone asks him what it is. That's where he is going to settle.

ALBERT L. STREET, one of our fine quartermaster's, is making noises about a Navy career. We bet he will do a good job as a regular and of the Shrine as well.

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JOE MARINIS' newly commissioned baby girl wasn't named "Guisepppe" after Dad. The new edition of Marini, Inc. was launched and christened "Vicki"...JOE TABOR in the second division has the record on board. He is the proud Papa of four sons and one daughter. This Navy is probably just a vacation to Joe...Joe "NOMAIL" requests all southerners to kindly place their outgoing mail in a separate box. He says the pony express and stage coaches operated by the "Rebs" operate under other than U.S. Mail. Look-out Joe "NOMAIL"....For sale: One pair of shoes. Owner returning to Kentucky...

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RAINBOWS IN THE SKY: LEE JACOBS sent his lovely wife a letter saying he hoped she liked the color of the paint on the bedroom ceiling because she would be seeing a lot of it when he came home.

VITAMINS: R. C. PENNINGTON really hustles. Gotta find out what supplies all that energy.

* * * * *

'Tis said our barber is a wizard with the shears - actually, it's a wonder we still have ears --- WADSWORTH MOORE F2C.

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The new fellows who came aboard recently are catching on fast. Just the other day two of them beat HANK HELLER to the front of the early chow line...Our Executive Officer usually eats "one egg stashed between a couple of flim-flams"..."Tis a dish loved by one and all in Baltimore - but you gotta be from Baltimore...

* * * * *

Congratulations to W.B. CARTER, S1C, USNR for the recent commendation he received from the Chief of Naval Personnel, quote, "Performed creditable service as a member of an Armed Guard Crew during action at BIZERTE on 6 September, 1943. The continuous barrage of shellfire set up by the men of the Navy Gun Crew forced the enemy to release their bombs with little accuracy and scored direct hits on one plane which was seen to crash into a hill." Unquote.

* * * * *

The soundest bit of philosophy heard for a long time came from one of the bum boats that make our gangway so frequently. The bargain for-um white fella this time was war clubs, retail price \$3. ROBERT MAYER was trying to bicker the price down without success. Finally, in exasperation, the boss man in the boat looked up and said, "I say, um three dollahs; you say-um two---but I got-um."...

* * * * *

Oct. 4: Underway from the Admiralties with the Tappahannock, Sebec, Pamanset, Schuykill, Escambia, all Oilers.

Destroyers Hamilton, Riddle, McConnel, Waterman, Wesson, and Carrier Sitkoh Bay and other carriers, escorting us.

Oct. 5: Admiralty Islands. Cleared the nets at 1000 hours.

Now we know what one thousand ships look like. Changed our course for three hours to avoid running into a typhoon and precautions have been taken throughout the ship.

Oct. 10: Still cool, reminds us of Seattle weather. Must be getting close to Japan. Joined up with another convoy of tankers and their escorts. One of the tankers went out of control and almost rammed us. All flags were lowered half-mast as a man from one of the tankers was being buried at sea.

Oct. 11 GQ: Fueling in Japan's backyard, near Rota Jima. The Japs won't take the bait. Fueled the Carriers Belleau Wood and San Jacinto and the Destroyers Helm and Gridley. At noon one of our escorting planes shot down a Jap medium bomber. At 8 p.m. another Jap patrol bomber was reported shot down not far from our position. This Task Force we are fueling is to bomb the Island of Formosa tomorrow. We are now between the Philippines and Formosa.

Oct. 12 GQ: Tokyo Rose has been telling the Jap Navy where we are for two days now, and she is right on the mark. Had sub contact early this morning. Took load from the Guadalupe. One of our planes shot down five Jap planes this morning.

Oct. 13: Australian Mutton is driving us crazy. Bum day, Friday, the thirteenth.

Oct. 15: Now fueling a Task Force off Luzon, the northern island of the Philippines. We fueled the New Jersey, Hancock, Powell, Twining, Hickox, and Uhlman.

Oct. 16-19: Received a radio report that the Jap Fleet was 300 miles from our present position. Still refueling our Task Force. Round the clock operation. Our crew is tired but they never quit. Like most men who go to sea and off to war, our guys will bitch about the little things and infrequently about something important, but never a bad word when it comes time to do the job. American sailors are really "something else."

CHIK-CHAT

This week's "Roses" we present to MIKE CZMYRE who is taking the final leap over the third and last immigration paper barrier to become a citizen of our grand country. Russia's loss is America's gain. Great guy, Mike! - and a great baker as well --- Even B.E. BASSELL doesn't know what his real job is and he's been in most of them...

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DICK BATDORF - did you know that Dick basks in a reflected glory? The Mrs. starred as a champion swimmer under the name Lillian Clemmens. A bathing beauty? You bet ---

GLENN L. BAUGHER - this fellow could have been Miss Clemmens teacher. In fact he was for Esther Williams, no less. A real whiz of a swimmer back in good old York, PA.

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Here are just a few of the varied trades and professions of our shipmates before they entered the Navy: ADKINS - tuna fisherman --- BRENNAN - machinist --- COMPAGNA - coal miner --- FENSKE - dental technician --- HOLSAPPLE - motion picture operator --- Doc KUMMER - bookkeeper in Indiana --- LAFERRIERE - operated a mailing machine in Winooski, VT -- REUBEN MARTIN - barber(?) and stone-mason, yeah --- SPANNUTH - operated a machine that knitted and shaped ladies hosiery - WHAT?? ---

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MCELHINNEY - while "coxing" the 40' motor launch during one of our rare rain squalls, "Gosh, ya can't see that -- ship in broad daylight, much less in this stuff."

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The Ship's Band, BERGLUND on the harmonica and KONZ on song flute, regret it cannot appear for public concerts due to Union Ruling.

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CLAYBERGER - advised not to go ashore among the natives because we could never pick him out when ready to return to the ship.

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GRUGNALE - has a happy home in the machine shop; but claims to have a better one in Philly.

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JOHN BISHOP - one of the faithful followers of the new SHEEHAN muscle building cult. Some biceps! Other strongmen are CONKLIN, ANDERSON, AND BURCH...

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GEORGE KAROL - hard working young man. Learning the welding business from an expert, namely, ELMER GANTT.

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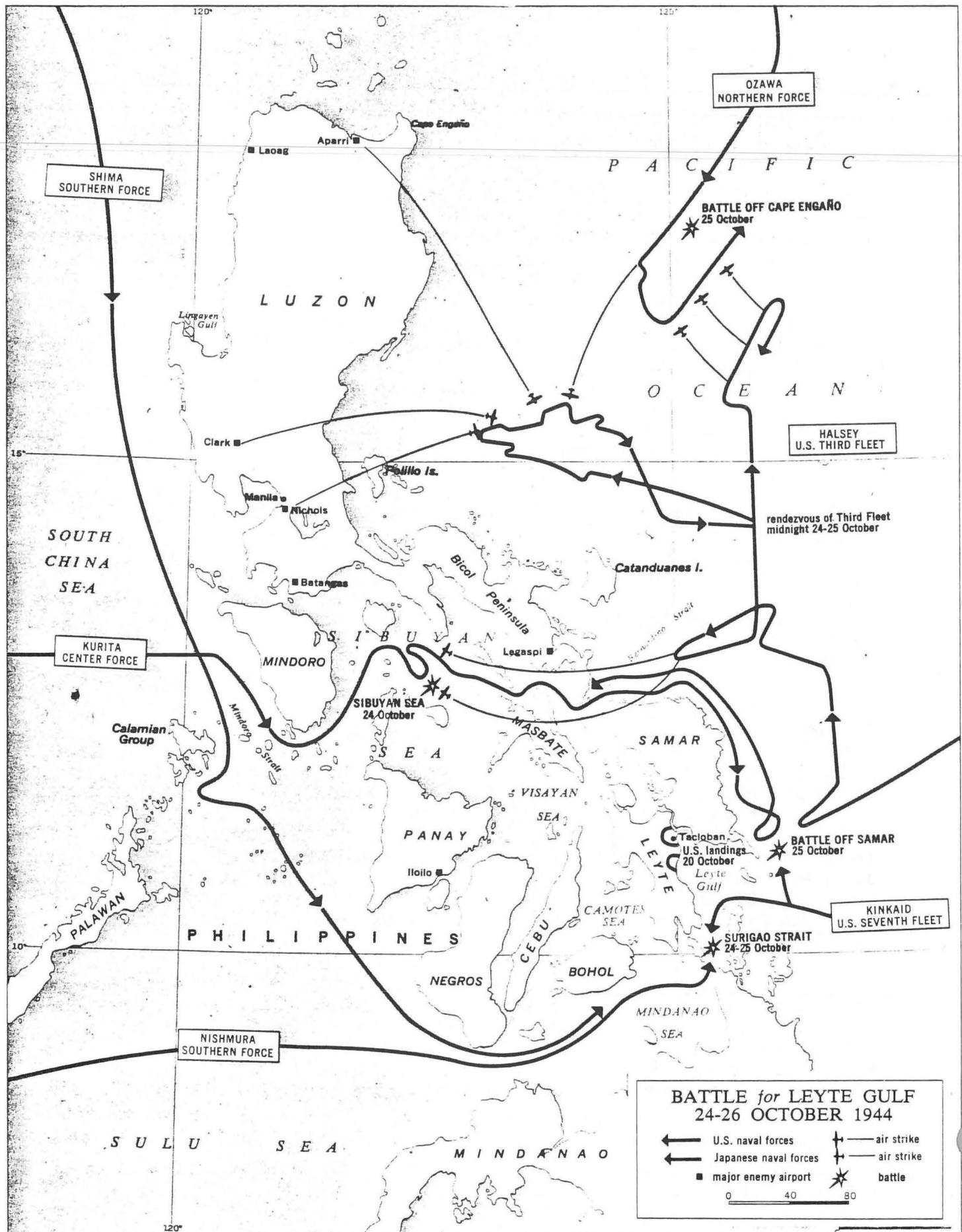
KEN DRYBURGH is afraid his girl won't recognize him when he returns. The other day he added more work to an already tired RUSSO by making said storekeeper break out a box of special sized dungarees. Ken, you will never become a marathon runner at that rate! (Ken and his wife, Polly, have been running the New York City Marathon for several years now and are darn good at it.)

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Oct. 20 - OFFICIAL REPORT: (Invasion of the Philippines) - As Gen. Douglas MacArthur left the Philippines on 11 March 1942, he promised the Filipinos, "I shall return." The Navy helped him keep that promise, with 738 ships steaming into position off Leyte the night of 19 October. Aided by earlier U.S. aircraft carrier sweeps that had destroyed more than 1,000 Japanese planes and 150 ships, the fleet landed troops in the Philippines nearly two and one-half years after the Japanese had taken full control. Four hours after the first soldier hit the beach, Gen. MacArthur was ashore, broadcasting his famous, "I have returned" message to the Philippine people.

Oct. 24-26 - OFFICIAL REPORT: (Battle of Leyte Gulf) - The Japanese plan for defense of the Philippines called for smashing the Allied invasion fleet at Leyte Gulf. Loss of Leyte meant eventual loss of the entire island chain, and complete severance of Japanese supply lines to the homeland. Three Japanese naval forces were dispatched to do the job, and entered three separate actions.

The Japanese Center Force was sighted and attacked by U.S. submarines as it headed for San Bernardino Strait. The cruisers Maya and Atago were sunk, and cruiser Tasao knocked out of action. The force was next attacked by U.S. carrier



aircraft, which sank the giant battleship *Mushai*; it then retreated, but about-faced after a time and emerged from San Bernardino Strait to attack the landing area in what became The Battle Of Samar (26 October, 1944).

The Battle of Samar pitted four Japanese battleships, five cruisers, and 11 destroyers against six U.S. escort carriers and seven destroyers and destroyer escorts. The Japanese sank one escort carrier and three of the destroyer types, then suddenly retreated without following up their success.

The Japanese Southern Force, two battleships, four cruisers, and eight destroyers, was ordered to steam southeast and enter Surigao Strait, where it would join with the Center Force to crush the Allies in a giant pincers. Though attacked enroute, it lost only one destroyer, *Wakaba*, and entered the Battle of Surigao Strait (25 October) otherwise intact. Then an Allied fleet of battleships, cruisers, destroyers, and torpedo boats mauled it and sank two battleships, one cruiser, and three destroyers. The Southern force turned tail and ran, losing another cruiser and a destroyer to U.S. air attacks next day.

The Japanese Southern Force had been knocked out of the battle in the early darkness of 25 October, and the Central Force had made its bid in the daylight hours before noon. In the afternoon of the same day the Japanese Northern force, consisting mainly of aircraft carriers acting as a decoy to draw the large U.S. carriers away from Leyte Gulf, was attacked in the Battle Off Cape Engano. U.S. Naval aircraft sank four Japanese carriers, one cruiser, and two destroyers. It then engaged the Japanese Central Force, which was retreating through San Bernardino Strait, and sank five more cruisers and four more destroyers.

In this greatest of all naval battles, the U.S. fleet lost one light carrier, two escort carriers, two destroyers, and one destroyer escort from all causes. The Japanese fleet lost four carriers, three battleships, ten cruisers, and 11 destroyers. Never again would it challenge U.S. control of the Pacific.

For the past two months, we have refueled many, many units of Task Force 38. We have been directly involved in the invasion of the Philippine Islands and in the greatest naval battle in history off Leyte Gulf. Never has a battle been described by so many authors and analyzed by more experts, except possibly Gettysburg in the Civil War.

Oct. 22-Nov. 14: We departed the South China sea in the vicinity of Formosa and headed west, past Yap Island, which is still in Japanese hands and arrived in Ulithi Atoll,

one of several small atolls and islands in the Carolines. The U.S.S. Houston, Crambria, Birmingham, Reno, all cruisers; and destroyers Morrison and Capps, came limping into this harbor damaged. They had been reported sunk by the Japs.

NOTE: On the first of this month, this ship has traveled over 35,000 miles since it went into commission. (November 1943-October 1944.) WHOOPEE!!

LIBERTY ON MOG-MOG

Ulithi: In 1527, a Portuguese navigator, Diego da Rocha, ventured into Micronesian waters and discovered Yap and Ulithi, becoming the first white man to visit the Caroline Archipelagos. Reports of beautiful and deep-water lagoons, white sands, and palm trees followed. Native women were described as "tall and handsome and without shame," and that the first time they saw goats (which were carried on board ship for food) were so overjoyed that they did not resent in the least when the goats ate their grass skirts clean to the girdle.

Nov. 14-24: Back to sea again and fueling in the vicinity of Luzon and Mindaneo in the Philippines. A very early general quarters every morning due to intense submarine activity in the area. On November 18, our escorts picked up a submarine contact near our position and dropped depth charges. We cleared the area with other units and received a late report that the submarine was believed destroyed.

Nov. 25-Dec. 5: Returned to Ulithi and dropped the hook. Replenishing fuel, cargo and stores. During the evening movie, about 1700, the aircraft carrier Randolph (CV14) closeby to our port side was hit by a Kami-Kazi which exploded and burst into flames, lighting up the entire bay. Thirty-two men were killed instantly, 25 others injured and considerable top-side damage to air craft and equipment on the Randolph. Moments later, another Kami-Kazi crashed into one of the smaller islands on the perimeter of the lagoon, thinking it to be another carrier. We went to General Quarters and a complete blackout throughout the harbor. Impossible to believe, but the pilot of the aircraft striking the island was reported alive.

Dec. 15-24: Underway from Ulithi for Philippine waters, in company with 12 oilers, four destroyers and three ocean-going tugs, presumably to be used in case of breakdowns and bombings. Fueling heavy combatants but discontinued due to heavy swells and increasing winds approaching from the typhoon building up off the coast. The Big Typhoon finally arrived on December 19 and was an unforgettable experience. It was one we wouldn't have missed for anything, but in retrospect, would

just rather miss it the second time around. If 50,000 Navy men endured that storm, we're sure there are 50,000 different stories. We each faced it with our inner resources privately. The big blow hit the ship during the 8-12 morning watch. Earlier we had been trying to replenish other ships with fuel but the seas became too rough and we had to secure. It was a wild and woolly morning indeed. The radar scope was practically covered with a white covering. Occasional pips of nearby ships appeared and then disappeared beneath the towering waves. The quarter-master in this case, CHARLIE SITES, held a firm grip on the wheel as the ship barely maintained steerageway. Charlie just shook his head as the wind speed indicator increased steadily with each reading.

It was during this watch that our escorts, the destroyers Hull, Spence, and Monaghan, one by one, called for assistance and then, one by one, disappeared from the radar screen. It was regrettable that no one could come to their assistance; but, at that stage of the storm, help simply was not available. Many ships barely held on themselves. To complete the morning destruction, two ocean-going tugs also sank without a trace, several aircraft washed off the flight deck of the Cowpens and all of the aircraft in the hangar deck of the Monterey caught fire. Five men were washed overboard from various ships in the Task Force and only ten were rescued from the Hull, which had a complement of 300. The wind was recorded at 125 knots. A Navy fighter pilot who had been shot down over the Philippines was on board our ship and on his way back to his carrier. He rode with us throughout the storm. He said, "he'd rather be shot down any day than ride another surface ship through a hurricane."

Radarman PAUL SHEALER was in the radar room at the time. This is how he described the storm: "The wind became a howling shriek, almost siren-like. A plexiglass shield from around the bridge shattered in a million pieces and, for a second, I thought there had been an explosion. The peak of the storm seemed to be between 1100 and 1120 and then it began to abate. During the peak of the storm, I experienced breathing difficulties which I attributed to the rushing wind acting like a vacuum pump, sucking the air from the bridge and especially the chart room and the radar shack. What irony! To suffocate in a wind storm!"

Dec. 19-22: Resumed our refueling operations off the coast of Luzon, and returned to Ulithi on December 24. A very small amount of U.S. mail was awaiting us. JACK McLAUGHLIN and CLIF CAME set off in one of the motor launches and searched for our mail in several ships and post office locations in the harbor. They finally lucked out in finding a huge cache of mail, old and new, in one of the concrete barges which were used for many purposes. In all they located forty bags. That was a welcome note to Christmas Eve.

Dec. 25: Merry Christmas and Happy New Year. Remained in Ulithi until Jan. 2, 1945.



Little Island

1944
SUMMATION

Victories on both fronts raised civilian morale, led to hopes that victory would soon be achieved. MOVIES: The movies enjoyed the greatest year in box office history. Receipts totaled between \$1-½ billion and \$2 billion. European markets were beginning to open again as Hollywood films actually followed the advance of our troops on the continent. A decided change in the industry was the formation of more and more independent producing companies. Such established stars as Bing Crosby and Gary Cooper took advantage of the tax laws by appearing in films they made themselves. Fashions swung further from the severe, featuring bare midriffs, slim skirts, and large hats. --- ACADEMY AWARDS --- presented to "Going My Way" as the best production of the year, to its star, Bing Crosby, as best actor, and to his co-star, Barry Fitzgerald as best supporting actor. Ingrid Bergman was named best actress for her performance in "Gaslight" and Ethel Barrymore was named best supporting actress for her portrayal in "None But the Lonely Heart." Margaret O'Brien received a special award as the "outstanding child actress of the year." A new award for "documentary productions" was shared by two combat films of World War II: "Fighting Lady," an account of an aircraft carrier, and "With the Marines at Tarawa," an on-the-spot record. Top box-office attractions at motion picture theatres, according to Motion Picture Herald's poll, were Bing Crosby, Gary Cooper, Bob Hope, Betty Grable, and Spencer Tracy. --- SONGS --- Most widely sung popular song of the year was "I'll Be Seeing You." Other hit tunes included "Mairzy Doats" and "I'll Walk Alone", "Don't Fence Me In", "Long Ago and Far Away", and "Besame Mucho." --- ARTS --- The arts enjoyed an unparalleled boom year. Paper shortages forced publishers to experiment with soft-cover books; their success was overwhelming. Painters who managed to stay out of the Army had a harvest year as a plentiful supply of money created new buyers. Since these collectors could not shop in the European market, our artists were doubly fortunate. With Broadway producers finding it was well-nigh impossible to be saddled with a flop, they crowded their wares into the playhouses and waited for the lines to form in front of the box office. Such a seller's market did not improve the quality of the offerings. --- BOOKS --- In fiction, Lillian Smith's "Strange Fruit"; John Hersey's "A Bell for Adano"; and Irving Stone's "Immortal Wife" were popular successes, but at year's end, the runaway best seller was Kathleen Winsor's "Forever Amber", a historical novel laced with sex. Nonfiction reading fare included Ernie Pyle's "Brave Men"; Van Wyck Brooks' "The World of Washington Irving", Catherine Drinker Bowen's "Yankee From Olympus", and heralding a revival of interest in Henry James, F. O. Matthiesen's "Henry James." --- MUSICALS --- Encouraged by success of "Oklahoma", many writers and composers turned to the American

past for romantic musicals: "Bloomer Girl", by Harold Arlen and E.Y. Harburg goes back to the hoopskirt days of 1860; "Up in Central Park" (1945) by Sigmund Romberg is set in the days of Boss Tweed; "Annie Get Your Gun" by Irving Berlin recounts adventures of Annie Oakley of Ohio. --- MEDICINE --- Medical wonder of the year was penicillin, shown to be amazingly effective against a wide variety of infectious diseases and wounds. Further uses were also found for the sulfa drugs, and in one of the more important medical feats of the war, the armed forces used the insecticide DDT to control and wipe out typhus (transmitted by body lice) among troops and civilians ---

CARTOONS --- Bill Mauldin and George Baker gave armed services newspapers their most popular features. In "Up Front with Mauldin" a pair of long-suffering GI's, Willie and Joe, endured stoically the rigors of combat ("Just gimme the aspirin. I already got a Purple Heart.") Baker created the "Sad Sack," an unlucky, confused, ill-dressed, but well-meaning GI forever in trouble. In postwar years, Baker's "Sad Sack" became a regular feature of comic sections; Mauldin took naturally to political cartooning --- FOOTBALL --- This year's National College Football Champion was Army, coached by Earl Blaik. The Heisman Memorial trophy was awarded to Leslie Horvath, Ohio State quarterback named by sportswriters as the outstanding collegiate football player of the year. Green Bay Packers defeated the New York Giants 14 to 7 for the National Professional Football Championship --- KENTUCKY DERBY --- Winner of the 70th annual Kentucky Derby was the favorite, Calumet Farm's "Pensive," ridden by C. McCreary. The time, 2:04 1/5 on a good track; the prize, \$64,675 --- BASEBALL --- St. Louis, NL, defeated St. Louis, Al, 4-2 in the 41st World Series.

1945
U.S.S. CHIKASKIA

1 January, 1945.

MEMORANDUM TO ALL HANDS

The below named men, having fulfilled current qualification for advancement and having been recommended by Division Officers, were advanced as indicated:

Name	FROM	TO	CLASS
BIRD, Frederick C.	S1c	RM3c(T)	V-6, USNR
BRAKEFIELD, Jordan J.	S2c	S1c	V-6, USNR
BRAXMEIER, Joseph F.	F1c	MM3c(T)	V-2, USNR
*BURCH, Jack C.	F2c	S2c	V-6(SV)USNR
CONTI, Albert R.	S1c	SSML3c(T)	V-6(SV)USNR
CREW, William Leslie	F1c	WT3c(T)	V-6, USNR
DAVAGE, Gilbert A.	QM3c	QM2c(T)	V-6, USNR
FREEMAN, Jarvis L.	S2c	S1c	V-6(SV)USNR
HENDRICKSON, Rueben W.	S2c	F2c	V-6(SV)USNR
ISBELL, Joseph D., Jr.	S2c	S1c	V-6(SV)USNR
JACOBS, Kenneth J.	S2c	S1c	V-6(SV)USNR
JACOBS, Lee M.	S2c	F1c	V-6(SV)USNR
JACOBS, Norman W.	S2c	S1c	V-6(SV)USNR
JAKIEL, John J.	F1c	WT3c(T)	V-6(SV)USNR
JAMES, Alfred E.	S2c	S1c	V-6(SV)USNR
*KAROL, George Jr.	S1c	F1c	USN
KUDASZ, Michael S.	S1c	Cox(T)	V-6(SV)USNR
LEMMA, Anthony	F2c	F1c	V-6(SV)USNR
MATHEWS, Allen J.	S2c	S1c	V-6(SV)USNR
MAY, James E.	S2c	S1c	V-6(SV)USNR
MAYBERRY, William T.	S2c	S1c	V-6, USNR
MC CUE, Charles J.	S2c	S1c	V-6(SV)USNR
MC GUIRE, Calvin R.	S2c	S1c	V-6(SV)USNR
MORITZ, James L.	S2c	S1c	V-6(SV)USNR
*OAKLEY, Howard E.	S1c	F1c	V-6, USNR
PAYNE, Harold A.	S2c	S1c	V-6(SV)USNR
PENDERSON, Raymond, Jr.	S2c	S1c	V-6(SV)USNR
PULTORAK, Joseph S.	CCS(AA)	CCS(T)	USN
REYNOLDS, Warren G.	S1c	Cox(T)	V-6(SV)USNR
ROHDIECK, Heinz, A.	S1c	QM3c(T)	USN-I
ROJAS, George A.	Bkr3c(T)	Bkr2c(T)	V-6, USNR
SPARKS, Marion L., Jr.	S1c	QM3c(T)	V-6, USNR
WACKMAN, Bryand E.	S2c	S1c	V-6(SV)USNR
WARD, Max R.	S2C	S1c	V-6(SV)USNR

*Change in status. No advancement involved.

(Original signed by)

A. T. WAINWRIGHT
Lieut., USNR
Executive Officer.

cc: All BB
Sick Bay
O.O.D.
Disb.Off.
X.O.
C.O.

1945

Jan. 1-2: Large aircraft carriers, cruisers, battleships and destroyers departed from Ulithi heading east, presumably to the Philippine Islands. Admirals Halsey and Nimitz on board the USS New Jersey (BB62).

Jan. 3: Underway from Ulithi Harbor with five other oilers and four escorts. Our gyro is acting radically. Using magnetic compasses until gyro repaired. We could probably do our job without the gyro, but it would be much simpler with it. However, magnetic compasses have been in use since the Phoenicians navigated with them hundreds of years ago. Four large task forces departed today.

Jan. 4: Gyro compass cannot be repaired at sea. Captain Zimmerman does not feel we can fuel at sea without it. SOPA ordered us to return to port for repairs.

Jan. 5: Returned to Ulithi Harbor once again and gyro technicians came aboard.

Jan. 6: Received a radio message from Admiral Halsey of the Third Fleet inquiring about the completion of our repairs. Gyro has been repaired. Underway at best possible speed to rejoin our unit, TV30.8.2.

Jan. 10: Rendezvoused with our Task Unit.

Jan. 13: Ordered to join T.V. 30.8.11 composed of four carriers, seven escorts and seven oilers. Our mission is to replenish major units of the Third Fleet now operating in the South China Sea on the other side of the Philippines from us. To arrive there in the shortest possible time, we will pass through the Islands rather than around them. The Coast of the Philippines is in sight and we are steaming towards Leyte Gulf.

Jan. 14-16: Passed Leyte Gulf and transmitted the SURIGAO STRAIT, passing the Island of MINDANAO on our port beam and entered the SULU SEA - fabled sea of pirates, pearls, and beautiful maidens. We have been at General Quarters for most of the passage. Islands on both sides of us are still occupied by the Japanese and shore batteries are operative. We can see and hear flashes of cannon fire. Navigation is difficult. Charts are old and not all that correct. It is very dark tonight and we are navigating primarily by radar and depth finders.

We received the following message from our Unit Commander:

U.S. PACIFIC FLEET

Servforpac Form No. 21

Servforpac-5ND-43-50M

Heading:

TBS/TOR Ø8ØØ(1)
From: CTU 3Ø.8.11
Action to: To 3Ø.8.11

Date: 1/14/45

ATTENTION IS INVITED TO ZIG-ZAG PLAN #29 WHICH WE MAY USE ENROUTE. HAVE IT READY. IN GOING THROUGH NARROW WATERS IT IS MY INTENTION TO USE PLAIN LANGUAGE SIGNALS IN MANEUVERING FOR INSTANCE SHIP RIGHT SO MANY DEGREES, ETC. INSTEAD OF GENERAL SIGNAL BOOK PROCEDURE TO AVOID CONFUSION AND TO FACILITATE THE OPERATION. SAFE NAVIGATION IS FUNCTION OF EACH SHIP. WHEN IN FORMATION SHIP IS NOT RELIEVED OF RESPONSIBILITY FOR ITS OWN SAFE NAVIGATION. IF EVER IN DANGER INFORM OTC BUT IN MEANTIME TAKE ACTION TO AVOID NAVIGATIONAL DANGER.

HAVE GUNNERY DEPT. READY. THIS SHIP WILL BE IN CONDITION 1E WHILE IN TRANSIT. TREAT EACH BOGIE WITH UTMOST SUSPICION. WATCH OUT FOR SUBMARINES. HOPE YOUR RECOGNITION OF ENEMY TYPES IS UP TO PAR.

GOOD LUCK AND DON'T FORGET WE MUST GET THERE.

Escorts dropped depth charges several times in the straits before entering the SULU SEA. Numerous submarine contacts - some real and some not. Our aircraft have been bombing installations on Panay and whatever it or they were, it is flaming and smoking. "Dug-Out" Doug. McArthur leap frogged from islands from Leyte to Mindoro. Our task group passed through these straits shortly after the main invasion force headed for Mindoro. They were all shot-up. We didn't have a single shot fired at us! Fat wallowing tankers make such tempting targets. MINDORO is abeam to starboard and we are about to enter the South China Sea. Manila is about 80 miles to the north, Borneo about 300 miles south. This territory is still held by the Japanese. Artillery fire can be seen and heard from the nearby islands. We should be joining the main force in the early afternoon of tomorrow.

Jan. 17: Fueling the Third Fleet off the coast of China, between Hong Kong and French Indo-China. We believe our carrier planes were now over China and bombing some locations on the mainland. These are undoubtedly moments that will be recorded in history, but about all we know is what we read in the Ships Press, and that is always "day-old or week-old news." Perhaps someday we will read about it and actually find out where we were and what we were doing.

After our operations with the Third Fleet in the South China Sea, we moved north with them and around the north tip of the Philippines, eventually continuing our operations off the Leyte coast. With Leyte just ahead, we were ordered back to Ulithi with the rest of our forces.

Jan. 27-Feb. 7: Arrived and anchored in the Southern Anchorage in Ulithi Atoll.

Jan. 30: While making an approach to the carrier Enterprise, our starboard midship boom and kingpost collided with the port quarter of the carrier's flight deck, causing considerable damage. Simultaneously, our boom hooked onto a fighter aircraft and knocked it overboard. We watched it sink into the briny.

Feb. 4: Pursuant to Bopers order, Cdr. Gillespie G. Boyd from Georgetown, S.C. relieved LCDR. George Zimmerman as Commanding Officer. A new era begins.

CHIK-CHAT

WARDROOM - a dart tournament is in progress. Mr. CAME is the present Champ. 'Tis said he has the eyes of an eagle and nerves of steel! Wow!!

* * * * *

Mr. BRANSON is more than just the Engineering Officer. From way down in the bilges came the word that Mr. B. writes love letters for one of his gang. It started when the lad went to Mr. Branson for advice on his love affair. When interviewed, this young fellow said the letters were doing wonders to his girl back home... What do you charge, Mr. B?

* * * * *

THINGS WE'D LIKE TO SEE: DAILY off the sick list --- IRISH with a pair of socks on --- HEARD without a cup of coffee --- DIXON with wrinkled dungarees --- FAHEL with MAHEL -- Any watertender making his own pot of coffee -- and the Paint Locker run out of paint --- WHAT A GAL!: Have any of you guys copped a gander at Mr. MARTIN's picture of his kid sister? Talk about beauty. WOW!! --- ORCHIDS: To Mr. BRANSON for the farewell speech made to the departing engineers, in which he paid "E" Division a fine compliment --- WAR BONDS: Are not rationed...yet. Are you sure you got enough of them?? --- THE PASSING PARADE: V.A. BRAND...the lad who tells you, "No, not in stock..." with a smile --- J.F. BRAXMEIER --- our own Jerry Colonna. Of course, not when he wears that foliage --- F.L. BRENNAN --- See this tall lad if you want to know where to go in Manhattan --- B.G. BROOKMAN --- How a guy from Philly got a Brooklyn accent is

beyond me --- R. A. BROWN --- Another one of the many fellows from Pennsy, making it our biggest representative of all the states.

* * * * *

Have you seen "Souvenir" HINKLEY trying to squeeze two 18-inch war clubs in a one foot square box and still keep the postage under \$1.? --- Have you tried the CHIKASKIA DINER, located on "A" deck just under the stack? Eat your meals in a home-like atmosphere --- "Pop VERBANIC" finally caught a big one off the fan tail. MARINI eventually caught one just a size larger than his bait.

* * * * *

BASEBALL - Chief CURLEY stumped the CPO mess with the following: If a ball is hit fair within the baseline, goes foul and then returns fair, is it a fair or a foul ball?? --- Is home plate in foul or fair territory?...What is screening...??

* * * * *

J. KELLY - "I'm through with women. I can't figure them out... WHO can?? --- R. WITKOWSKI --- "O.K., sailors, out of them sacks. What do you think this is? A Hospital Ship??"

CHIK-CHAT Continued...

DICK CAVANAUGH - Electrician par excellence. Chicago boy!

ROBERT L. JONES - Signalman who encouraged Jack Gingrich to leave deck crew (scraping decks) and become Signalman. Bob's hobby is woodcarving.

CHARLES H. MIDDELSTAEDT - Made best ice cream aboard ship - good friend of everyone.

HARRY GRAY - Plank owner serving the longest tour on the CHIKASKIA (1943-1952). Retired in Harbor City, Calif.

GEORGE COOPEY - Fine Gunner's Mate. Now enjoying the hot weather in Florida.

TIM TOLSTER - Radarman - signals crossed and settled far from Pacific Coast - Connecticut.

WARREN SMITH - joined us at our Virginia Beach Reunion - The Yankees are still with ya!

JIM CLARK - Machinist Mate - the Pacific beaches first and now the beautiful Virginia Beaches.

CAL HYSON - An avid ceramist, as evidenced by our 1985 Reunion mugs.

TONY RIENA - Don't let his size fool you for one minute. All man.

HANK CZUBEK - transferred to U.S. Army; became paratrooper and retired in Fayetteville, N.C.

JOE BRAXMIER - keeps boilers going in preparation for the open hearth boilers in PA's steel mills.

BOB WENNERHOLT - Present at commissioning in 1943 (and present at decommissioning in 1963).

EUGENE ROY - Enjoying the Florida sunshine and great fishing.

MIKE HOLM - Relief mailman after J. Fahel left ship.

DON ROE - Michigan is a far cry from the palms and lagoons of the Pacific.

IRVIN OTT - Boatswain Mate - another guy from Pennsy.

ALEX POBUDA - As Carpenter's Mate, gained practical experience for his many "honey-do's."

AL URENOVICH - Sported the cleanest hands aboard ship.

DARYL ROEHR - imagine a seafaring man from South Dakota? We thought they only had Indian fighters from there.

OFFICIAL REPORT: (Invasion of Iwo Jima): Because Iwo-based fighters were attacking U.S. long range bombers on their way to bomb Japan, and Japanese bombers were being shuttled through the island to attack U.S. bases, this "unskinkable airfield" had to be seized. U.S. Marines landed after 72 days of advance air bombardment and three days of intensive naval gunfire. On the first day, 30,000 Marines went ashore. By the time Iwo Jima was secured on 16 March, over 60,000 Marines had seen combat. Of these, a third were killed or wounded, in a campaign described later by Fleet ADM Nimitz as one "where uncommon valor was a common virtue."

Feb. 8-Mar. 15: Departed Ulithi with 12 other oilers, supply and ammunition ships in support of the Iwo Jima, Saipan and Tinian invasions to the north. The ammunition ships certainly don't bother us too much since we have been sitting on 500,000 gallons of hi-octane aviation gasoline, plus 3,780,000 gallons of black oil for a long time. We operate in and out of Ulithi - at sea a week or two at a time, fueling the aircraft carrier task forces covering the landings. We recently had the New Jersey alongside and Admiral Halsey gave us a big wave and a "Well Done." Admiral Marc Mitscher was alongside in his flagship today. We usually operate near to the islands in the Marianas and the Volcanos. Everyday is about the same -- but certainly not as tough as those Marines are getting. Our realization of this is the best incentive in the world for us to do our best, and we do. We are only a small part of this damn war, like hundreds of others, but we are a part of it and a significant one, at that. Passed close to Guam today. U.S.S. Patuxent (AO-44) exploded on our starboard side blowing a hole through both sides of the ship. We don't know if it was a mine, or if it was caused internally. Ulithi and the Pacific Ocean are becoming homes away from home...

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DON'T SMOKE, SMOKE, SMOKE THAT CIGARETTE:

* * * * *

"We guess we've all, at one time or another, heard other sailors comment on tanker duty. Usually the average Navy man regards a tanker as pretty dangerous duty - we did before ever setting foot on a main cargo deck. But now time has kinda dimmed the respect we had for a few thousand barrels of highly inflammable gas or oil. You might say we were getting used to being on top of a load of dynamite. But that's the biggest mistake that one could make. The worst possible mistake is to ignore the potential danger that's under foot day in and day out. There isn't a single man of us who would walk up to a gasoline dump ashore and throw a lighted cigarette butt or match away within a few

hundred yards of the place. No sir, life was too valuable to do that and we were damn careful about matches and cigarettes. Well, Mister, life's just as valuable now and even more so with the job that lies ahead, so try using a little common sense, not forgetting what's down below in these tanks of ours"...

FLASH: (Declaration signed by Churchill, Roosevelt and Stalin revealed they had met February 4-11 at Yalta and agreed to aid liberated nations; exact stiff reparations from Germany and divide that country into four occupation zones; create a veto for US Security Council votes; recognize the Lublin government of Poland. Secretly, Russia agreed to declare war upon Japan within three months of Germany's defeat, in return for concessions in Asia).

Feb. 13: Fueled the South Dakota (BB57) and Cruisers Indianapolis, Wilkes Barre and Pasadena. Admiral Spruance is on the Indianapolis. This Task Force is to strike Tokyo with carrier-based planes for the first time. We are headed toward the Bonin Islands.

NEWS FLASH: (Midnight curfew on all places of amusement in the USA was ordered.) This sure as hell didn't affect us!

Mar. 11: The Mississinewa, an oiler, was torpedoed by a midget sub in Ulithi, in the berth we had left 12 hours before.

Mar. 12: Our 26' M.L. sank just off the side of our ship, and the gang had to swim for it, but no one was hurt. The OOD later submitted a written explanation to the Executive Officer of the loss of the 26' Motor Launch as follows:

"At 0750 this date the twenty-six (26) foot motor launch Boat registry No. 16099, capsized while alongside the gangway of this vessel and sank immediately. Due to swells, the gunwhale of the boat was caught underneath the metal ladder, which was over the side of the ship, causing the boat to tip and fill itself with water. This boat had returned to the ship under Ensign _____'s orders to make certain the bilges were pumped. The Coxswain of the boat having failed to report to the Officer of the Deck that the boat engineer had not pumped the bilges prior to the boat's departure."

What the "NOW YOU SEE IT--NOW YOU DON'T" official report did not include was the fact that it was a hospital party headed for a Hospital Ship for medical treatment. Among the several man

hospital party was one with a cast on his leg and a pharmacist mate who supposedly couldn't swim. Fortunately, the man with the leg cast grabbed the metal ladder. Some observers swear that the pharmacist mate who couldn't swim made record "wake" to the ladder and climbed back up the ladder overtop the man with a leg cast hanging to the ladder waiting for help.

* * * * *

The word "chit" used in the Naval Service is actually a Hindu word (Chittu) cut down to pidgen English. It was probably adopted by the Navy on the Asiatic Station in the old days... TERRY RUSSO, well-known for truth and exactness, refuses to admit he gained 20 pounds since reporting on board...The "O" Division challenges any division to a baseball game. That is, with the provision that BENTLEY can umpire the game...Our movie calls are usually very damp gatherings. Either it rains before, during or just after the show. What's our weaterman going to do about that??...

* * * * *

M.A.A.: "Who in hell told you to paint that bulkhead?" BOOT:
"The Captain." M.A.A.: "Looks great!"

* * * * *

CHIK-CHAT

SPENCER and WOLF changed the batteries in the 40-foot motor launch the other day. Amazed and surprised were our two experts when they pressed the horn button and the motor started ---

A.A. MORRONGIELLO: "When the hell is this war gonna end? ---

J. FAHEL: "Holy smokes, if this war keeps up I'll never get a chance to do that." (while watching a wedding scene at a movie) ---

A.C. STONE: "This is an alright ship; lots of holiday routine. Guess I'll stay in the Navy after the war" ---

"REB" MARTIN: he's still fighting the Civil War and claims the north had over two million soldiers, while the south didn't even have half as many --- Do you feel sluggish, run-down, tired? Try a few of DOC BRADFORD'S little salt capsules. Even your shipmates will notice the difference ---

H.C. BIEBER: "Herm" is the guy who always looks as if he owned a tailor shop. His press is about as popular as our daily CHIK-CHAT ---

F.F. BERGLUND: Besides being a harmonica player from way back, Frank has a baby son. Esk 'im! ---

F.C. BIRD: A newcomer who hails from Olathe, Kansas, and has aspirations to be an actor ---

J.F. BISHOP: the reason for all that weight-lifting is to keep in condition for ice-hockey ---

THOUGHT FOR THE DAY: The Chaplain on the Church Ship would be glad to meet you ---

Mr. CHAUVIN announces that his battle light is connected to the same circuit as the ice box doors. Every time the ice box is opened, whether legally or otherwise, Mr. CHAUVIN's

desk light goes on --- CAUTION!! --- The wardroom phone buzzed impatiently. Mr. MCKEON picked up the receiver and said very haughtily, "Shaughnesy's Garage. Shaughnesy speaking." His face turned red and he shifted back and forth uneasily. "Yes, sir...No sir, Captain...Aye, Aye sir" - He smiled as he set the phone back. It must have been okay --- CROKE challenged "Barber" MARTIN in a rough and tumble affair on the cargo deck anytime. Croke says Martin has been cutting him short in places --- GANTT is going batty trying to find the proper food for "GANTT, JR." - He's tried raisins, bread and crackers to no avail. Oh yes, "GANTT, JR." is the baby parrot, ward of brother GANTT --- On one of our fishing parties we discovered we had forgotten to bring salt. GIBBS, HARGER, and HALLETT dipped their steaks into the ocean - they swear it was great --- "Dear WIFIE; I hev stopped drinking jes like you sid I should." (That's easy to do where there ain't nothing to drink) --- GANTT's parrot, who is kept in a nice clean cage in the steering engine room, is learning some not-so-clean words. CHIEF HACKBARTH is his teacher.

* * * * *

"Go on, Junior; eat your whale stew. There's no use blubbering about it."

* * * * *

GREENER PASTURES: MAYER said he would sure like to be back in Coney Island on July 4 with a hot dog and soft drink --- CAMPAGNA'S Shoe Emporium: Heels and soles repaired while-U-wait.

* * * * *

THINGS WE HAVE SEEN: CHIEF MENTINK carrying stores --- TOSLIN giving the right pills -- two heads open at the same time --- SPANNUTH giving paint without talking --- WILLIE giving more than two beer chits at once.

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If you will look in the small boat log, you'll see the following entry: #2 M.W.B., Rescue trip, time: 2 hrs. 50 mins." Anyone wishing further details may ask one of the following: Capt. XO, Chief Eng., or Navigator."

* * * * *

POPULARITY KID: ROBERT P. WENNERHOLT is our movie operator and makes super trades with other ships for good movies - He is Mr. Popularity!

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Mr. CHAUVIN assures us that all men from New Orleans are not web-footed --- D.E. DIXON caught a fish at 0430 Sunday morning. It was 5½ inches long --- Orchids to the engine room crew on finishing their paint job. This is strictly 4.0. It would do justice to a hospital ship --- POLTORAK will have to supply the answer to this one. The other day we saw him enter the issue room, fill his hat with coffee, entering it in the book as a can of cream, put the empty coffee can on his head and make his exit --- "Gedunk" GARGANO shocked the entire crew with an exhibit of energy with a paint brush and a strip of deck --- "Stand behind your lover," said the Scotchman to his unfaithful wife. "I'm going to shoot you both"...

* * * * *

CHIEF HACKBART says he wasn't teaching our parrot to cuss. He claims that the parrot is the only living thing on board that he can cuss at without getting fouled up in consequences --- Congratulations FEATHERER on your engagement to a certain young lady --- We all wish W.T. BENNETT lots of luck in his new duty at the Advanced Fire Control School, San Diego --- BENNY BENJAMIN told Mr. CHAUVIN that the sun doesn't affect him a bit. He says he could stay out in it all day and all night --- ADAMS, - "Immaculate" Adams they all call him; the two-gun sheriff from LA county.

* * * * *

ALBERT NEIL AMUNDSEN - "Andy": Wheels is his business --- CHARLES SITES steers a darn straight course himself --- HERBERT M. ANDERSON: Ol' "Heaving Line" himself. He really heaves a mean line --- EMILE ANDERSON: Have you seen any of this cartoons? --- ROY L. ANDERSON: Boston accent! --- NOVATNACK: After a month of worrying by the entire "E" division another NOVATNACK was brought into this world. A BOY! --- R.T. SCRIVENS, MOMIC, is a new edition to the "E" division. His hometown is Cleveland, Ohio. --- B.W. JOHNSON, MMLC - a New "E" division man. Home is Jackson, Wyoming. --- G.E. COX, F2C, also a new man; home is Riverside, California --- I. PECK, F2C, also new; hails from Brooklyn, NY...

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Who, in the Second Division, when failing to appear for First Aid Instruction, was ordered to write a 500-word essay explaining his absence? This should make interesting reading.

* * * * *

FRANK DAILEY is starting up a checker club. HENRY FELDMAN says he may join the club after he finds out what the odds are.

* * * * *

THIS WAY OF LIFE:

I'm back from the briny pond,
So bring me a soft pillow,
My pipe, a book and a blonde,
And then if the blonde is a beauty,
The kind for a sailor,
Say, turn to, mate,
And do your duty...
Take that damn pipe and book away.

U.S.S. CHIKASKIA

14 March, 1945

LIST OF OFFICERS GENERAL QUARTERS STATIONS.

BOYD, G.G.	Lt. Comdr.	C.O.	Bridge
WAINWRIGHT, A.T.	Lieutenant	Exec. Off.	Battery 2
MCKEON, J.J.	Lieutenant	1st. Lieut.	Flying Bridge
BRANSON, N.E.	Lieutenant	Eng. Off.	Engine Rcom
MCLAUGHLIN, J.	Lieutenant	Navigator	Bridge, O.OD.
CAME, C.F.	Lieut. (jg)	Comm. Off.	Bridge
HILLIARD, W.N.	Lieut. (jg)	Gunnery Off.	Flying Bridge
MARTIN, D.T.	Lieut. (jg)	Asst. Eng. Off.	Repair <u>lll</u>
SWANSON, C.O.	Lieut. (jg)	Ship's Sec'y.	Repair <u>1</u>
CHAUVIN, C.A.	Ens.	Asst. Eng. Off.	Eng. Repair
BURGER, R.W.	Ens.	1st. Div. Off.	#1-1.1&1&2-3"/50
SCHEFFEL, R.C.	Ens.	Cargo Off.	#9-10-11-12-20MM
MOSTUE, R.L.	Ens.	2nd. Div. Off.	#2-1.1&3&4-3"/50
SCHLESSMAN, R.E.	Ens.	Asst. Comm. Off.	5"/38
WETZEL, H.E.	Ens.	Asst. Nav. Off.	#1-2-3-4-20MM
BRADFORD, J.K.	Lieutenant	Medical Off.	Sick Bay
WATERS, R.D.	Lieutenant	Supply Off.	Code Room
DEAL, E.J.	Ch. Mach.	Asst. Eng. Off.	Fire Room
DAVIS, J.L.	C.P.C.	Asst. Sup. Off.	#5-6-7-8-20MM

Officers will attend all gun drills applying to their stations.

(Original signed by)

A.T. WAINWRIGHT
Lieutenant USNR
Executive Officer

OFFICIAL REPORT: (INVASION OF OKINAWA): The Navy's last major amphibious assault of WWII pitted practically all of its seaborne might against one island in the bloodiest campaign of the Pacific War. Okinawa was needed as a prelude to direct invasion of the Japanese Islands. In Japanese hands it barred the way, in Allied control it opened a clear path to the doorway of the Empire. In 82 days of fighting, more than 100,000 Japanese were killed; American losses totaled 12,520. Nearly 800 Allied planes were lost, while 7,830 Japanese planes were destroyed. A total of 36 U.S. warships none larger than a destroyer, were sunk, and 180 enemy ships, from fishing craft to the largest battleship in the world, Yamato, went to the bottom. This was the last, the largest, and one of the most costly battles in the Pacific.

Mar. 16-Apr. 17: Operating north of Iwo Jima just off the Bonin Islands and to the east of Okinawa. Seems like we are always moving northward and inching our way toward southern Japan. Today the Ryukyes Islands are in sight. We continue to fuel our combatants, refuel, charge back to Ulithi for replenishment, back again and again. Okinawa must be one tough nut to crack for our Marines and Army amphibs. This is Japan's last gasp before the homeland and they are giving it all they got.

A British carrier group, including the HMS Indefatigable, joined up with us today. We fueled her and her three destroyer escorts, the TEZEIA, TERMAGANT and TRUBRIDGE. Very pretty ships - mostly painted white but with some camouflage - very likely on their way from the Mediterrean, via the Suez Canal. Our task group now is composed of six escort carriers, 12 destroyers, 28 destroyer escorts, 39 oilers, one cargo ship, four ammo ships, and four seagoing tugs.

Apr. 10: Commenced fueling the Yorktown when a sub-contact was made a short distance off our port bow in the center of the formation. Everybody to battle stations while the carriers made an emergency breakway and high-speeded it alone out and away from our formation. Destroyers dropping depth charges all over the sea. One sub officially killed. No further reports or contacts. We continued fueling.

NEWS FLASH: (Pres. Franklin D. Roosevelt died April 12, 1945, in Warm Springs, Ga., on the 83d day of his fourth term; he was 63. He was succeeded by Harry S. Truman). (Ensigns will remain at half-mast for thirty days in memory of our President.)

Generally operating now between Okinawa and Formosa. Our communication code experts intercepted a Jap radio message describing our position and to attack our force with all available aircraft.

All our guns are fully manned and loaded. The Fleet is in search of the enemy. During the night the planes of Task Force 58 contacted a Jap convoy off Kyushu and sank them all. Okinawa is taking a pounding. Good.

Apr. 16: Returning to Ulithi. Have a young sailor on board from Pennsylvania who has been hit by a 20mm bullet in the side of the head. Making full speed. Doctor Bradford worked over the man for several hours without very much hope. The sailor died during the evening. Prayers were said for him by other members of his religious faith at the time of his death. At 10 a.m. the following morning, the man was buried at sea with full military honors, including a guard of honor and a rifle salute.

FLASH: (Newsman Ernie Pyle died in action on April 18, 1945 on Ie Jima, an island near Okinawa. Probably the most widely read war correspondent, he had covered both European and Pacific campaigns, living with and writing sympathetically about ordinary GI's. His columns were collected into bestselling books, among them "Here Is Your War" (1943) and "Brave Men" (1944)).

Apr. 19: Returned to Ulithi and anchored. Whew!

May 5: The rumor we had heard off and on for months finally came true. We are ordered back to the USA for overhaul. So, after cannibalizing all but vital supplies, we are on our way to San Pedro. During our trip back to the USA, Germany surrendered unconditionally to the Allies on May 7, 1945, after almost six years of war. The return voyage was otherwise uneventful other than many cases of "channel fever." In fact the only excitement was an entertainment program which our talented shipmates provided. JACK GINGRICH won the pie-eating contest; the Wardroom "Wailers" were just that and a great time was had by all! The program follows:

U.S.S. CHIKASKIA

12 MAY 1945 1400

PROGRAMME

RECORDED MUSIC

BOXING----FIVE BOUTS

(YOU WON'T BE ABLE TO RECOGNIZE THE CONTESTANTS AFTERWARDS
SO WHY WORRY ABOUT WHO THEY ARE ANYWAY)

THE JUDGES: MR. "BLACK-JACK" McLAUGHLIN
CHBM. "HATEFUL" HACKBARTH

REFEREE: "LAY-EM-OUT" LAND

TIMEKEEPER: MR. "SECONDS" WETZEL

ANNOUNCER: "HORRIBLE" HASSETT

INTERMISSION----REFRESHMENTS (HOPE YOU AREN'T THIRSTY)

BIRD THE ACCORDIAN MAN

PIE-EATING CONTEST

TRIMARCO ON THE HARMONICA----HE WILL TRI ANYTHING YOU REQUEST
"SASHAY" SPANNUTH IN SONGS AND DANCES MOTHER WOULDN'T KNOW

APPLE DUNKING CONTEST

MAUST THE SINGING GUITARIST----THE MAN WITHOUT A VOICE

THE WARDROOM WAILERS----MESSRS. McKEON, CAME, BURGER----IN
SONGS YOU WILL NEVER WANT TO HEAR AGAIN

COMMUNITY SINGING

ICE CREAM AND COCA COLA FOR ALL HANDS----ALL YOU CAN EAT AND
DRINK----IF YOU CAN GET IT

May 22: Arrived San Pedro and sheer bliss! We all have our special memories of this. When approaching our pier, an attractive girl with high heels and tight skirt came out of a door and started walking down the dock. The Bridge made an announcement at this point that the crew should not all gather on the port side - it was causing our empty ship to list! The whistles grew and then expanded into cheers and applause. She gave it no heed but the back of her neck and even her legs turned beet red. Hurray! Clif Came fell in love.

It was interesting to note how many wives and sweethearts were on the dock waiting for their loved ones. This was difficult to understand because we were traveling under Top-Secret orders!

We all have our special memories of this period, San Pedro and Long Beach, Los Angeles, the Biltmore, the Savoy Bar, Tommy and Jimmy Dorsey, Hollywood - "Ciro's," and Trocadaro, Mexican restaurants and dances, Tommy Dorsey at Santa Monica, swimming in a frigid Pacific Ocean, Lanna Turner's and Gary Cooper's autographs, lettuce, tomatoes, fresh milk and running to catch the last train back to Long Beach.

The first half of the crew and officers went on 20 day's leave. Wonderful! Halfway through this period, work had not yet started. So it was decided to extend the leave five days. CLIF CAME left the ship equipped with the text of a telegram and names and addresses, got a ride to Hollywood (where else?), and sent the telegrams from there. The next day, we received 22 phone calls and telegrams from all over the great US of A asking if it was a hoax.

Then the second shift went off on leave. When we got back, we noticed something wonderful had happened -- something wonderful hadn't happened -- actually, nothing had happened. None of the work on the ship had even been started. So many more days in the States!

One of our blue jackets was dressed, packed and ready to fly home on leave. He felt the call of nature just before leaving the ship and sat on the fantail trough. By accident his airplane ticket and spending money dropped into the rushing waters and flushed into the Bay! Henry Feldman heard about this and gave our broken hearted friend a like amount with the admonition: "This is not a loan and I don't want to ever hear about it again. Give my regards to your family." How about that for a shipmate!

FLASH: (Japanese surrendered at Okinawa after $2\frac{1}{2}$ months of deadly struggle. More than 100,000 Japanese soldiers were killed; American deaths ran to almost 13,000, and nearly 40,000 were wounded.)

FLASH: (This foggy Saturday morning, July 28, the Empire State building was struck by a B-24 bomber at the 78-79th floors).

FLASH: (Gen. MacArthur reported liberation of the Philippine Islands. In ten months of fighting since the first American landings at Leyte, more than 400,000 Japanese soldiers were killed, while upwards of 12,000 Americans lost their lives).

FLASH: (First atomic bomb exploded near Alamogordo, N.M., on July 16th, at 5:30 a.m.).

July 29: Departed San Pedro and heading on a westerly course back to the war. Not too many smiles or funny stories today, although we knew Japan was faltering and we wanted very much to be there at the finish.

Aug. 4: Made a brief stop at Pearl for supplies and stores, and a few adjustments to our electronic and fire control equipment. Continued heading West.

FLASH: (U.S. atomic bomb dropped on Hiroshima on August 6).

FLASH: (U.S. atomic bomb dropped on Nagasaki on August 9).

FLASH: (Unconditional surrender of Japan announced by President Truman on August 14). Our position is just north of Truk, a fortified Japanese garrison of considerable strength, but no longer with air power.

Our feelings on that day were private affairs. We each had our own. There were many quiet tears. There was very little emotion. More than a few prayers of thanks. A bottle or two or strong spirits appeared out of thin air.

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MEMORANDUM

U.S.S. CHIKASKIA
c/o Fleet Post Office
San Francisco, California

MEMORANDUM TO ALL HANDS:

15 August, 1945

1. I have the pleasure to announce that at 0910 local time this morning, President Truman announced the unconditional surrender of Japan.

2. This long-awaited announcement brings to an end the greatest trial our country has ever seen. But by the victory that is now ours, is shown what the will of a united people can accomplish.

3. I believe that every officer and man of the CHIKASKIA has contributed in a very positive way to the defeat of Japan, and for that I say to you, "WELL DONE!"

4. A word of caution: Although we know that the war is over, the Jap subs in these waters may not know. Keep alert.

5. As for getting home: We'd all like to get there as soon as possible, but there is still work to be done, and we must wait patiently and do the job at hand. Any information on demobilization received will be passed on immediately.

(original signed by)

GILLESPIE G. BOYD
Lieut. Comdr., USNR
Commanding.

Aug. 15: Arrived Ulithi. The heat is 120° in the shade. This bucket of bolts we are floating in is unbearably hot. The lagoon is as smooth as a pane of glass. Absolutely devoid of wind - about 1700 a waterspout formed about four miles off our port beam. It was the first large one that we had seen.

Last night a seventy MPH gust of wind whipped up the harbor like an ice cream soda. It just went swish and turned the whole lagoon white.

The sad part of this cruise is now underway. Saying good-bye to great friends and shipmates is hard to do, as we will probably never see each other again.

Aug. 26: Allied forces begin Occupation. American and British ships began their triumphant entry into the approaches to Tokyo Bay this morning to give naval support for the preliminary air and seaborne landings on Japan. Japanese headquarters were informed by General MacArthur that the Japanese must provide safe entry for these naval units. Minefields are to have been swept clean and Japanese pilots are to guide fleet units to their anchorages. The flag which flew from Commodore Perry's mast when he opened up Japan in 1853 has been flown to Tokyo Bay, where it will figure in the surrender ceremonies. Admiral Halsey asked that the historic flag be brought from the U.S. Naval Academy in Annapolis.

The people of Yokosuka seemed to be pleased that the war has ended. The children are as cute as kids all over the world, and happy and having a good time. The Japanese women seem to go on as though nothing has happened. They appear in a complacement way to like the Americans. There is little, if any evidence of food. What the people eat is a mystery. There is some evidence of fin fish and shell fish. There are many small gardens, mostly onions and a variety of squash. The Japanese men are more difficult to figure out. Some seemed glad to see us - because the war was over, we guess - others still had a great smoldering of hate in their eyes, which we expect will eventually burn out.

Although the largest war in history is ended and we are about to witness monumentous changes in our lives and in the world about us, the main topic of conversation after "when do we go home" is the Japanese Geisha house and its tiny girls.

Mr. WATERS just put the word out that Japanese yen is for sale in the pay office - \$1. American equals 15 Japanese yen. When we leave Japan we can then cash in our yen for dollars through the pay office.

Saw Danny Kaye and his great cast of singers and dancers and pretty girls at a huge outdoor stadium. His performance and his performers were thoroughly enjoyable. His hair was dyed orange.

SO LONG: This week we said "so long" to a group of great guys - good fellows, all who were transferred to CONUS for reassignment.

How many times have I said to myself, "By golly, the next time I get transferred, I'm not going to make friends so easily with the fellows I meet. It makes it too darned hard saying so long when that inevitable parting is at hand."

LIBERTY AND A SAILOR FALLS IN LOVE

The ripples from the anchor hadn't dissipated in Tokyo Bay until it boomed out over the PA system, "LIBERTY WILL COMMENCE IMMEDIATELY FOR THE STARBOARD SECTION." Happily, we were on that first liberty. We got as far as the Yokosuka Naval Base and the U.S. Marine guards wouldn't allow us out of the gates. Marines are all alike: everything to them is either black or white - never a gray area. So, we toured a Jap Naval Base for a couple hours, and at least it was interesting, but not what we were expecting. We found some caves where stores of food were cached and, in one we found cases of canned tuna with German labels to be exported by submarine. Best white meat tuna ever ate and we heard that several times later. Better than our West Coast tuna, and that's saying something.

Finally, the Marines got the word, saw the light and we emerged into the streets of Tokyo...





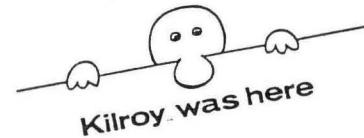
At the birth of one of our gang, a wrinkled midwife had predicted "He will walk the streets of an alien and far away land." It took twenty years for that prophecy to come to fulfillment. Japan was alien and it sure was defeated - as far as the eye could see, our fly-boys had literally done a bang-up job.

Of course, being caged up aboard ship made us eager to participate in the cultural refinements of this oriental country! Have it on good authority that we admired their artistry in ceramics as we sipped their "sake," appreciated their architectural accomplishments from within and acknowledged their customs by removing our shoes at the thresholds.

"Honorable Sirs, for a humble fee I will guide you to the most beautiful girls in all Japan." Now, who could resist such an offer to pass pleasantries with young ladies having credentials such as these? Here was living, breathing, lend-lease at work in all its glory!

"Lead on, McDuff - and be quick about it." It was on to Tokyo via their elevated railroad which, quite suddenly, became a quick moving subway train into the Ginza Section of downtown Tokyo. Then quickly onto another subway and seventeen stops later, a beautiful unbombed section of Tokyo, with a park and trees and little arched bridges over water with the biggest damned goldfish ever seen by occidental eyes. Who is there to say a sailor on liberty is blind to beauty and culture. In fact, one of our buddies fell in love, his first love, and this is what he told us: "My lady of the afternoon was like an exquisite hand-painted doll, tiny, petite, full of tinkling laughter, all the time chattering in an unintelligible tongue. I fell in love. At that moment, I would have forsaken God, man, home and country to know her better. ("Ship me somewhere east of Suez, where the best is like the worst

"Ship me somewhere east of Suez,
Where the best is like the worst,
Where there ain't no ten commandments,
And a man can raise a thirst."



Kilroy was here

But, all of that was so unnecessary - she was willing and even eager and she wore seven layers of kimona, each layer goading me on to more prodigious effort. "Doll in a teacup she were." Wow! What a liberty! It stands out today in my mind like some high water mark - a benchmark if you will - against which all others are judged."

"I've taken my fun where I found it,
I've rogued and ranged in my time,
I've had me pickin' of sweethearts,
And six of the lot was prime."

The rest of the afternoon was a blur. We got back to Yokosuka in a haze and caught the last liberty boat to the ship. GEORGE FLORA was the coxswain and JOHN ATKIN was the engineer. Everybody was quiet. Very quiet.



(DIRECT QUOTE)

MEMORANDUM TO ALL HANDS.

Subject: Houses of Prostitution.

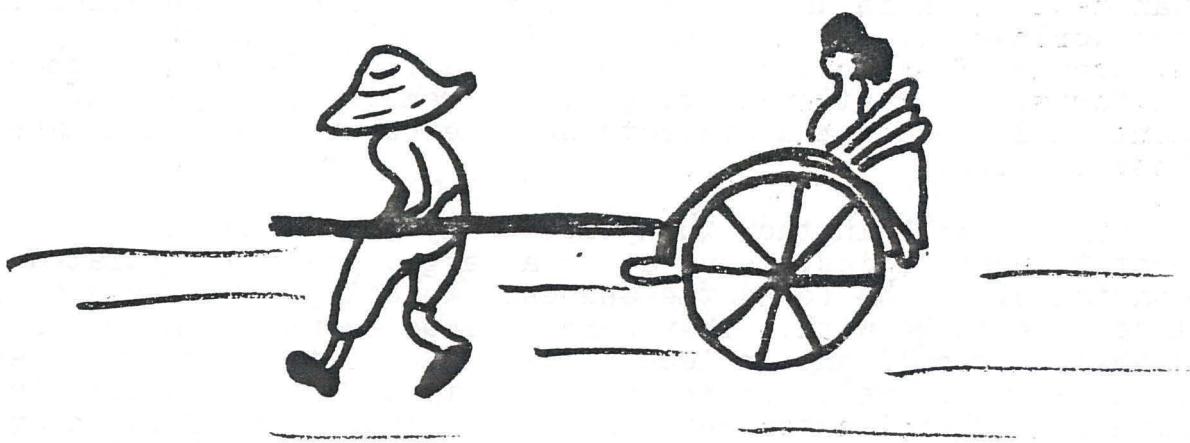
1. It is strongly desired that all hands have a full realization of the situation that exists in the houses or prostitution in the YOKOSUKA area. For the past three weeks despite the fact that such houses have been closed, red light districts placed out of bounds, and personnel have been apprised of the fact that almost all of the prostitutes are infected with venereal disease, considerable numbers of men have exposed themselves. Due to widespread prostitution, it has been found impracticable to control the situation by mere placement of certain areas or houses in "out of bounds" status. Stations are being established where prophylaxis is readily available for those who persist in refusing to heed all warning.

2. One house has about one hundred-fifty women normally employed as whores. These were seen in a group; their ages varied, their appearance was definitely not sexually alluring - they are not the "porcelain dolls", of which we have read. In general, they appeared stupid and repulsive. There is no singing, romancing, dancing or entertainment. It is a routine of - 'pay, lay and get out'.

3. There has not been and there will not be medical examination of these women in an effort to prevent infection. Such a program is not in any way practicable. A group of sixty were given blood tests, - fifty-one had syphilis and are not being treated. No effort was made to determine how many of the group had gonorrhea, but gonorrhea is always more prevalent than syphilis.

4. Before the houses were closed, these women serviced near two thousand men per day. At the end of liberty at 1600 it is to be remembered that they go to their own neighborhood where the process is probably continued with Japanese men. One woman may well have sexual intercourse with twenty or more men per day. No proper douching facilities are available. Such promiscuity is not due to sexual desire on her part but to the fact that she wants and needs money; it is completely economic. It is difficult to understand a man's reasoning who will expose himself to such a situation of filth and degradation.

5. Great strides have been made in the medical treatment of venereal disease. However, there are many gonorrhreal infections which do not respond to sulfa treatment - and more are continuously found which are not cured by penicillin. The treatment of syphilis by penicillin is still an experimental stage. Some cases do not respond at all and it is not yet known whether an apparent cure is permanent.



There was also a story of love and surprise in Tsingtao. One of the more adventurous members of our group flashed a huge smile and a big wink at a very pretty, young Chinese girl who was passing by in another rickshaw. She responded with a smile and, believe it or not, with a cute little wink. Our "Errol Flynn" flipped. In some strange language known only to lovers, she agreed that he might accompany her to her "home." He was quite sure, as we all were, that she was more interested in our buddy more as a Caucasian than in simply a casual pick-up. Whatever, she was a Chinese cutie-pie and they were off...

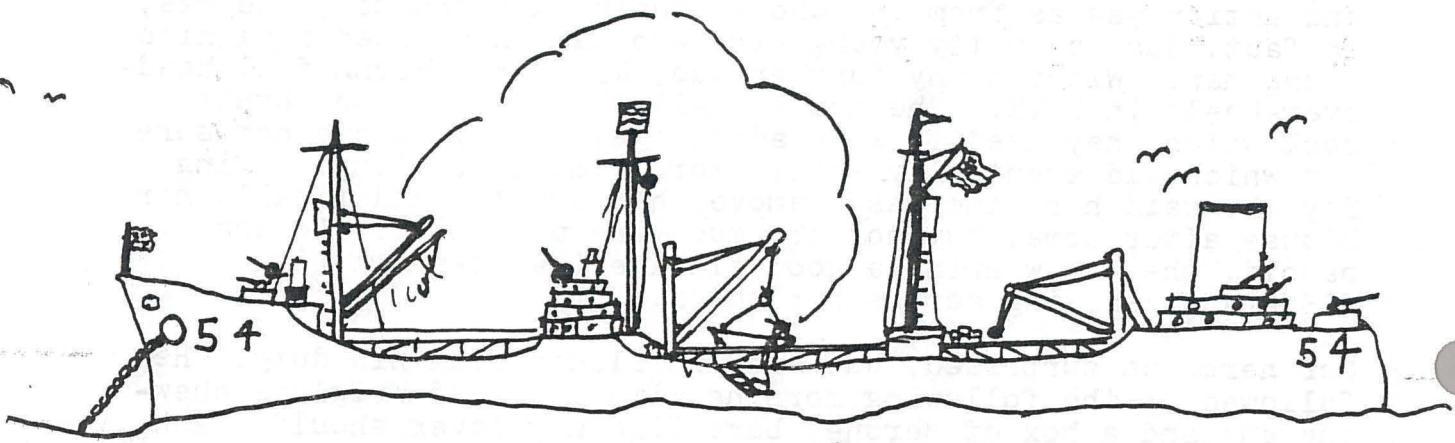
Contrary to the Tokyo affair, this courtship did have a few pleasant preliminaries: including hot tea, a radio playing Chinese music and two Siamese cats which enjoyed sitting on his lap. Our hero later recalled that her every appearance and move and action was as from one who was naive and chaste. She was, in fact, just a pretty young girl who was interested in a nice young man. Without any further ado, Mr. Errol Flynn fell head-over-heels in LOVE. She had a small Chinese-English phrase book which they used to some advantage. What, we are not sure, but which did eventually incite more romantic feelings. Ming Toy, he said her name was, removed her sweater and finally her blouse after some, but not too much encouragement. Lo and behold, she was wearing a good old American T-shirt with USS ALASKA sailing across her bosom.

Our hero was surprised, but did not flinch from his duty. He followed up the following morning with a box of Wrigley's chewing gum and a box of Hershey bars like any lover should. Ahh... youth.

Ming Toy stood on the dock and waved good-bye as we steamed away. An American destroyer entered the harbor. Ming Toy smiled.

Nov. 14: Enroute to the port city of Taku-Bar on the Gulf of BoHai, about 25 miles east of Tientsin, China. Peking, the capital, is approximately 80 miles away.

Nov. 15: HAPPY THANKSGIVING from the Yellow Sea.



THANKSGIVING DAY
USS CHIKASKIA
— AO 54 —

On behalf of the officers and myself I wish to extend to the crew a pleasant Thanksgiving.

Gillespie G. Boyd
Lt. Comdr. USNR
Commanding Officer

THANKSGIVING DINNER

MENU

22 November 1945

*** Appetizer ***

Stuffed Celery
Juice Cocktail

Cream of Turkey Soup

*** Entree ***

Roast Tom Turkey Baked Virginia Ham
Sage Dressing Pineapple Sauce
Cranberry Sauce

Giblet Gravy
Roast Brown Potatoes
Buttered Peas Ripe Olives
Sweet Gherkins

Hot Rolls
Creamery Butter

*** Dessert ***
Mince Pie a la Mode

Shelled Nuts

Hard Candy
Coffee Cigarettes Cigars



Nov. 16-17: Enroute Taku-Bar to Inchon (formerly Jinsen) Korea, which is a seaport city 25 miles southwest of the capital, Seoul. There are about one-half million people here and it is a cold, desolate city of steel mills, chemical plants, and lumber mills. We arrived in Higashi Suido Harbor, and moored port side to the Gazelle (IX 116) in berth 191, Inchon.

Inchon is the nation's capital outlet to the Yellow Sea. For almost 50 years, and until Allied victory in 1945, Korea suffered under Japanese occupation. Korea is a small peninsula on the east coast of Asia, nearly half-way around the world from the United States, and about the same size as Kansas. Remarkable cultures flourished here for over 2,000 years. Koreans were writing books, learning about the stars and making beautiful pottery and gold jewelry while most Europeans were leading primitive lives and, long before America was discovered.

Like the Chinese and Japanese, the Koreans also descend from the nomadic tribes of Mongolia; but, unlike the Chinese and Japanese, the Koreans are also believed descendants of the Caucasian people of Western Asia. They appear to have both Occidental and Oriental characteristics. They are slightly taller than pure Orientals, have brown hair in many instances rather than black, and a difference in cheek and nose bone structure.

They call this nation "Chosun," meaning "Land of the Morning Calm." It is a fairly accurate term, for, throughout Korean history, the nation has managed to remain calm and relatively stable. Thanks to Russian and Chinese communists, and the Japanese, they have managed to change all that.

Today, it is a very poor, Jap-weary, tired country, but underneath all that, we could detect a race of people who have been hardened by problems, stiffened by resistance to oppressors, immune to cold and hardships, and endurance beyond the imagination.

From Arctic Siberia, the winds of winter howl across the Yellow Sea and down into canyons that funnel them into gales. It is fearfully cold and we wonder how our troops on the "line" of the 28th parallel further north toward the Yalu can stand it.

Nov. 20: Underway from Korea and enroute to Sasebo, Japan.

Sighted a floating mine a short distance from Inchon harbor and sank it with our 20 mm battery. The CHIKASKIA made a trip or two to Tokyo Bay, but was essentially the station tanker from late November until the end of March, 1946. During that period over 400 ships including Japanese, as well as ours, were refueled. Our job frequently required 24 hour days...

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AL GOSSNER, one of our OOD's and also a fueling officer was on deck when a Japanese destroyer commenced her approach to our starboard fueling station. Al wasn't ready for the destroyer to come alongside and after failing to make himself understood with hand signals, pulled out his trusty Colt 45 and pointed it at the Captain who was at the conn. He got the message and took off. Tough guy, that GOSSNER, and if that was not wicked enough, he and his buddy C.K. GUNDERSON from New Mexico went on board a Jap tin-can the following day and "borrowed" the Captain's binoculars forever. Very resourceful officers. They should go far if they don't get caught.

Sasebo is located on the west coast of Japan, on the island of Kyushu and near to the city of Nagasaki, which was devastated by one of the atomic bombs. The surrounding mountains contained the effect of the bomb blast to some degree so that loss of life was much less than at Hiroshima. Since Nagasaki was only 30 miles from Sasebo, most of the members of our crew made a visit there.

FLASH: (Army defeated Navy, 32-13 on December 2.)
Good grief; again?

Dec. 9: Cdr. Gillespie G. Boyd, pursuant to Bopers orders, was relieved as commanding officer by LCDR. J. McLaughlin. Lt. Clifford F. Came, of Bar Harbor, Maine, assumed the duties as Executive Officer.

FLASH: General George S. Patton died on December 21, 1945 in Heidelberg of automobile injuries. A superb warrior and great loss to our country.

AUGUST 1945

1945

SUMMATION

A monumental year - the end and the beginning of an era. Germany and Japan collapsed and were forced to accept unconditional surrender. The first atomic bomb was dropped - a fact that changed the entire complexion of future wars and of the world in general. A mighty new instrument of peace - the United Nations - was optimistically launched at San Francisco. The Presidency of the United States changed hands as Franklin D. Roosevelt died in office.

THE BOMB: Aside from victory, biggest news of the year was the development of atomic energy. Having seen what they had wrought, scientists took pause and questioned the moral and ethical value of their work. At first, the public refused to share the alarm of the physicists. They had created this new force and in all probability would next tell the world how to control it - so at least went the general thinking. The idolizing of science and the emergence of the laboratory worker into the status of a man of public affairs followed. Unfortunately, such blind trust was unfounded. No one could supply definite or even optimistic answers --- THE PEACE PRIZE: Cordell Hull received this year's Nobel Peace Prize --- THE PULITZER PRIZES: novel: "A Bell for Adano" by John Hersey; drama: "Harvey" by Mary Chase; U.S. history: "Unfinished Business" by Stephen Bonsal; biography: "George Bancroft: Brahmin Rebel" by Russel Blaine Nye -- THE OUTSTANDING NOVEL OF THE YEAR: Richard Wright's "Black Boy," the story of a grim and frightening Negro childhood. Best nonfiction book was "The Age of Jackson" by newcomer Arthur M. Schlesinger, Jr., a fascinating account of the life and times of Andrew Jackson. Most distinguished verse offering was Robert Frost's "A Masque of Reason," a delightful debate between God, Job, and Job's wife --- THE MUSICAL COMEDY: "Carousel" by Richard Rodgers and Oscar Hammerstein II, was hit of the season in New York --- THE NEW YORK DRAMA CRITICS' CIRCLE AWARD: won by Tennessee Williams' "Glass Menagerie." The play starred Laurette Taylor and Eddie Dowling --- ACADEMY AWARDS: presented to "The Lost Weekend" as the outstanding motion picture of the year and to its star, Ray Milland, as the best actor. Joan Crawford was named best actress for her portrayal of "Mildred Pierce." Anne Revere was chosen best supporting actress for her work in "National Velvet" and James Dunn was picked best supporting actor for his characterization in "A Tree Grows in Brooklyn" --- THE NATIONAL FOOTBALL CHAMPION: Was, again, Army, coached by Earl Blaik. Their record: nine wins, no losses, no ties --- BOXER OF THE YEAR: Was newcomer Rocky Graziano, who in five fights at Madison Square Garden scored five knockouts, including two over welterweight champ Fred Cochrane --- THE CATCHWORD: "Kilroy was here" spread throughout the whole world, wherever the American GI had set his foot. Kilroy is a kind of abstract conglomerate of all the gagsters in the U.S. Army. The phrase was scribbled on streets, billboards, in latrines, etc., throughout the world.

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DECK LOG—LIST OF OFFICERS RESTRICTED

NAVPERS-136 (REV. 1-44)

DECLASSIFIED

Authority NMD 803052
NY PRBM NARS Date 3/8/83LIST OF OFFICERS
ATTACHED TO AND ON BOARD THE U. S. S.

CHIKASKIA (A054)

BY J. McLAUGHLIN, Lt. Comdr., U. S. N. R., DURING THE PERIOD COVERED I

REPORTING FOR DUTY, DETACHMENT, OR DEATH, FROM 1 December 1945 TO 1 January 1946

NAME, AND FILE NUMBER (Show file No. below name)	RANK	DATE OF REPORTING ON BOARD	PRIMARY DUTIES	NAME, RELATIONSHIP, AND ADDRESS OF NEXT OF KIN (Show address at which BuPers may most readily communicate with next of kin in an emergency)
		DATE OF DETACHMENT (Show detachment date below reporting date)		
BOYD, Gillespie G. 77271	Lt.Comdr. D-E USNR	1/27/45 12/9/45	Commanding Officer	Gerldine Price Boyd, wife, 404 St. James Street, Georgetown, South Carolina
McLAUGHLIN, John 102755	Lt. Comdr. D-USNR	11/10/43	Commanding Officer	Joseph A. McLaughlin, father, 3909 Forest Park Avenue, Baltimore, Maryland
BRANSON, Norman E. 69535	Lt.Comdr. E-M USNR	11/10/43	Engineering Officer	Anita M. Branson, wife, 1102 Wallace Street, Philadelphia, Pennsylvania
CAME, Clifford F., Jr. 18480	Lieut. D-USNR	11/10/43	Executive Officer	Clifford F. Came, father, 91 Ledgelawn Ave., Bar Harbor Maine.
HILLIARD, William N. 225558	Lieut. D-USNR	11/10/43 12/7/45	Gunnery Officer	John Fleming Hilliard, father, Chatham St., Cary, North Carolina
CHAUVIN, Carroll A. 165160	Lt.(Jg) E-M USNR	2/27/44	Asst. Engineering Officer	Desire A. Chauvin, father, 139 So. Telemachus St., New Orleans, Louisiana
BURGER, Ralph W. 348781	Lt. (Jg) D-USNR	6/5/44	Communication Officer	Katherine Marie Burger, wife, Rd #2, Sharon-Mercer Roard Sharon, Pennsylvania
SCHIFFEL, Richard C. 332163	Lt.(Jg) D-USNR	5/16/44	Cargo Officer	Mrs. Richard C. Scheffel, wife, 668 Acton Avenue, Wood River, Illinois
MUUSE, William 89662	Lt.(Jg) D-M USNR	11/3/45	Gunnery Officer	Mrs. Marie Muuse, mother 763 Jefferson, Avenue, Cliffside Park 8, New Jersey
MOSTUE, Robert L. 393951	Ensign (D)LUSNR	11/27/44	First Lieutenant	Jane Ellen Mostue, wife, 39 Lake Avenue, White Bear Lake, Minnesota.
WETZEL, Herbert C. 410918	Ensign D-USNR	1/29/45	Navigator	Leo Edgar Wetzel, father 3212 Waldheim Drive, Port Huron, Michigan
TIERNEY, Albert G., Jr. 344925	Ensign E-M(L)	9/10/45	Asst. Engineering Officer	Albert G. Tierney, father 7 Dorset Rd., Waban, Mass.
JESSUP, Richard 394555	Lt.(Jg) MC-USNR	6/9/45	Medical Officer	Mrs. Kathryn Jessup, wife, 17 Ellewood Ave., Charlottesville, Virginia.
KRIZMANICH, Michael 370379	Ensign SG-USNR	5/23/45	Supply Officer	Mrs. Anna Krizmanich, mother, RD #5, Kittanning, Pennsylvania
GOSSNER, Allyn C. 361770	Ensign D(L)USNR	10/20/45	Asst. Cargo Officer. Asst. Navigator	Dr. John Gossner, father, Fabiis, New York.
GUNDERSON, Charles K. 462617	Ensign D(L)USNR	10/20/45	Asst. Comm. Officer.	Barbara M. Gunderson, wife, 3552 Potomac, Los Angeles 16, California
WALKER, Robert L. 479604	Ensign D(L) USNR	12/26/45	Asst. First Lieutenant.	Mrs. Juanita L. Walker, mother, 1103 W. Santa Cruz Street, San Pedro, California.
KEYS, Leander A. 443362	Mach. E(L)USNR	5/23/45 12/26/45	Asst. Engineering Officer	Mrs. Sarah A. Keys, wife, 354 E. 7th Street, Long Beach, California.
DAVIS, John Lisle 319924	Ch.Pay Clerk USN	11/10/43	Asst. Supply Officer	Mrs. Gus Ellison, halfsister, Fairgrove, Michigan.
COLLIER, Charles C. 443758	Bos'n USN	6/2/45 12/26/45	Asst. First Lieut.	Mrs. Evelyn Mae Collier, wife, 520 7th Street, Bremerton, Washington.

[Signature]

1946

Jan. 1: HAPPY NEW YEAR from Sasebo, Japan.

Jan. 13: Captain William W. Searles, III relieved LCDR. J. McLaughlin as Commanding Officer in accordance with Burpers Dispatch 07_2318 of December 1945.

During harbor tanker duty in Sasebo, many Japanese ships were fueled, mainly for minesweeping and repatriation of slave labor brought to the Empire during the war. All able-bodied Japanese were in the armed forces and someone had to do the work at home.

To permit high pressure fuel transfer, jury rigs were first used to facilitate the misfit between Japanese fittings and ours. We later made adapters by brazing U.S. and Japanese fittings together. This was superior and much more efficient.

On New Year's Eve, 1945, The Meisyo Maru, a Japanese tanker came alongside for fueling. After the hook-up it was made clear to their engineer through an interpreter that we did not want to make their pump go in reverse as a result of the flow of oil through the lines. He was requested to open the bypass around the pump. A check of progress after 20 minutes indicated that something was wrong. A visit below deck of the Japanese tanker by the Fueling Officer revealed the pump chugging merrily along in "high speed reverse." Opening the by-pass speeded things up markedly.

As the Fueling Officer was returning to the CHIKASKIA he was horrified to see a little parachute flare drifting forward from the fantail. The wind was carrying it over the ship and it was dropping burning phosphorus on the deck as it progressed. All of the tanks on the AO-54 were secured so it was no problem for us except that the tank tops on the Japanese tanker were open (they were about 4' by 6'). One could readily visualize fire dropping into one of these open tanks and causing one hell of a salute to the New Year! The Engineering Officer came running down our catwalk dragging a fire hose and shouting orders. The Fueling Officer's prayers were answered as the flare drifted harmlessly across the deck of the Japanese vessel and out over the bay. Later we found that some of the CHIKASKIA crew were having a little New Year's celebration with a Very signal flare pistol.

During the stay in Sasebo we fueled a Japanese barge (#14) many times in order that it could travel through the harbor and fuel smaller ships efficiently. This barge carried an interpreter whose name was H. Ono. Mr. Ono was a small man as were most Japanese and he had lived and gone to school for a short time in Stamford, Conn. He was a very nervous man and he found that he was more efficient in transmitting information if he had time

to think in Japanese and write in his brand of English. Almost daily he would bring one or more notes to the Fueling Officer and they were quaint to say the least. One instance concerned the fact that the barge was enroute to the CHIKASKIA early one morning and they received a flashing light signal to "proceed immediately to DMS Echo." The minesweeper needed a small amount of diesel fuel. The barge was empty but they were afraid to disobey the orders so they went as directed. His note to us later said that there was a large amount of laughing and derision from the American officers and a large amount of embarrassment and loss of face to the barge crew. His note went on to request that he receive "today's schedule yesterday in order to avoid this embarrassment." He did not know how to say "tomorrow" or "in advance" so he did the best he knew how.

Once there was an oil spill on the ship which contaminated several bags of sugar in the stores compartment. The Medical Officer (Doc Jessup) ordered them "deep sixed." One of the bags had only a very small stain so it was given to the crew of Barge #14 and the tug which moved it. You would have thought it was a bag of gold! The bowing and doffing of caps went on all during the fuel transfer. On the next visit, the "American Flag" letter (copy follows) was delivered. Subsequently a small gift of flowers, carved bamboo or other goodies was presented each time the barge came alongside.

Shortly after arrival in Sasebo, some of the officers traded a 100# bag of sugar for a small Datsun automobile with a charcoal burner in the rear. LCDR BRANSON, the Chief Engineer at that time, supervised the conversion to a gasoline tank and it was used for several trips ashore. It proved to be impractical as it would only hold two adults. The last member of the partnership who had bought the sugar (cost \$8.) was Lt. SCHEFFEL. He went to a great deal of trouble getting the car back to the U.S. and after a discussion with the port official in San Francisco concerning the fact that he did not have a title to the vehicle and the fact that the battery was dead he simply pushed it off the end of Pier 22. He said he left the windows open so it must still remain as a home for the fishes.

Early in the Sasebo harbor duty (February, 1946), Capt. McLaughlin received permission to send two liberty tours to Nagasaki on successive days. The trip was to be made by train for the 60 miles between Sasebo and Nagasaki. The purpose of this liberty was to allow the ship's company to view the devastation caused by the second atom bomb drop in Japan prior to the end of WW II the previous August. It was only a short walk from the train station to the center of the drop called "Ground Zero." The damage was unbelievably total. While standing at ground zero the only building seen remaining was a church with a rather high spire. The rest of the scene was broken stone walls of hundreds of buildings in piles of rubble knee deep. In searching inside the

(Cont'd. on page 81.)

(Exact copy of original)

Under American Flag.

Our innocent people was compelled to impose a heavy burden by militarism. But the termination of this war brought to put us into gladness to do our duty under the Star and Stripes.

Looking up American Flag fluttering in gentle breeze, it is needless to say that our gladness is beyond than your expectation.

As you know, our emancipation been brought to realization through American Favour. In this mean, We pledge categorically that we would make every efforts to carry out our duty for benefit of Americaside, inspite of all night our working.

Member of the same mind as follwos-

Electric engineer of Supply department.

Name: Maruo

Signature: 大庭禮太郎

Foreman oil workers of Suppy department.

Name: Ikeda

Signature: 伊東義司

Interpreter of Sasebo District Demobilization Office.

Name: Haruo Ono

Signature: H. Ono.

We glad to inform that No. 9 barge accomplished by our hand.

But No. 9 barge have yet no inspection by Port Director.

When it needs this barge, please inform us at your convenience.

church some of the crew found cases of tinned tuna which when opened revealed a fine white powdery substance. The contents had been completely disintegrated without rupturing the container. Near by but slightly sheltered from the blast was a Mitsubishi aircraft assembly plant consisting of steel frame buildings covered with corrugated iron siding and roof. It was easy to align the center of the blast as all of these buildings leaned away from ground zero in varying degrees depending on the distance from the center. A low hill at the edge of the city which was once covered with beautiful tall pine trees became a burned stump orchard on the blast side yet the lee side trees were still green and healthy with the exception of the tops which were burned as the fireball rolled over the hill. The devastation was a sobering sight and the trip was an experience never to be forgotten.

March: JACK McLAUGHLIN, our former Commanding Officer, bade farewell to the CHIKASKIA and his many friends. Those of us who remained aboard were sorry to see Jack leave the ship. He was a good friend and leader and an inspiration to the officers and men as Exec. and Commanding Officer.

Apr. 8: The CHIKASKIA received orders to proceed to Bahrain Island in the Persian Gulf for the purpose of loading and delivering fuel back to Tokyo Bay for the purpose of fueling the ongoing shuttle repatriation. The orders included a two-day stop in Singapore for the purpose of taking on stores and fresh water.

Fresh water was a constant problem in the later years of the war as nearly all of the crew were "landlubbers" who had no idea of the importance of the conservation of this vital and precious commodity. The ship was equipped with two excellent constant flow evaporators which would supply the normal needs of the boilers and domestic use but would not keep up with everyone standing in the shower for fifteen minutes. The designers of the ship wisely separated the bathing plumbing system from the balance of the fresh water piping and we often had to turn sea water into the showers to conserve fresh water. This required special salt water soap which the Supply Officer would break out as needed.

The crew found Singapore to be as devastated as most of the rest of the Orient. A group of officers went to lunch in the "Grand Salon Dining Room" of the famed Raffles Hotel. The waiters wore white gowns and were barefoot. When the entree was selected the waiter politely asked the group if they were Americans. When he heard the reply, he said "I bring each one TWO dinners - one not enough food." He was correct as the portions were very meager. The city still wore the grandeur of the British Colonism but had been completely stripped of everything useful in wartime. There were hundreds of thousands of people

living in small boats in the Singapore River under conditions which would be considered intolerable in the U.S. As in Japan, there was little petroleum fuel and transportation was by three wheel cycles or in a bus fueled with a charcoal burner in the rear.

Several of us made the "Queens" our home away from home for afternoon festivities. Unfortunately the British had posted a sign saying "Officers and civilians only after 6 p.m." That did not go very well with American sailors and after a great deal of arguing and threats, the sign was taken down - possibly for only our brief visit, after which we're sure it went back up. Naturally, a few of our lads - being very young and stuck in Sasebo for what seemed forever - got into a few mishaps with the local populace, which the British M.P.'s and Singapore police settled amicably. We remember one of our boys getting rolled for a reasonable sum in those days and being greeted at the gangway by HILTON BMIC with a big grin and the greeting, "I hear you got rolled." That was worse than losing the money.

Our same friend awoke in the sick-bay after a later liberty with a big bandage over one eye, a raging headache and no recollection of the previous evening's pleasantries. The Medical Report stated, "Not intoxicated and no misconduct." Yes, we really lucked out on our medical docs.

There was another one of our group who was a most interesting person and he is the source of many stories. One of them is about a time when he became unconscious because of overly exerting himself in extremely hot weather and which was aggravated by the use of stimulating beverages. The Doctor was very concerned about his health and sat with him all night, keeping a close eye on him. When he came out of it, the Doctor left. Our friend sat up and said, "I've passed the crisis," and thereupon reached under his pillow, pulled out a bottle and took another drink. (He wasn't fooling anybody because Doc Jessup was watching through the porthole.)

The shipmate who related the above said it took six captain's masts and one deck court martial in seven months to make him realize that he had to do what he was told. Incidentally, he was a highly competent guy!

The departure from Singapore sent the ship through the Straits of Malacca, a narrow passage between Asia and Java. The weather was described as the "dog days" where there was no wind and the sea was like glass. Being only two degrees above the Equator, it was HOT! The only breeze was the 22 knot flow of air as a result of the motion of the ship.

All of us at one time or the other wondered what our Medical Officer and his team were doing on a ship with a bunch of young guys who for the most part were in excellent health. Well, here are a couple of stories as told to us...

No one knows what it's like to be underway on the Indian Ocean in the broiling hot sun, even sitting under a vent. I found it helped if I could get my mind off the heat long enough to think about something else, and what cerebral activity I possessed, persisted in going back to my canine patient, the Captain's Dog. (I never did know what his real name was.) I had known full-well how he had been getting along until the day he departed the ship; in fact, I even recalled the look of mirth on his countenance and the twinkle in his eye as a sign of profound relief to leave my company finally. But I wondered, out there in the midst of nowhere sweating out my sea duty, and it really bothered me, just how The Dog was getting along amidst the streets of Baltimore. Anyone could tell he had been to Japan. Because in Japan you must bow and say "Ah so." My patient's head was always bowed after having to wear a heavy brass cropped ear support following that surgery.

And another story... It may have been the middle of the Indian Ocean when this occurred but at least there were no surgeons with expertise enough to repair a severed tendon of one of the sailors. It was the middle finger of the right hand, so I thought it best to merely suture over the tendon, and allow the finger to be repaired whenever and if we ever found a hospital ship or a shore station with a surgeon who could do the job. After the initial surgery which I had done and which let the middle finger useless and dangling, of course, I was all too often reminded of my shortcoming as a surgeon by running into my seafaring patient practically every place I went on the ship. If I tried to escape for awhile up on the flying bridge, sure enough, there was my handiwork, saying, "H'ya doc!" and waving with one finger dangling. So I began to plan other hideaways, and wrongly figuring that the bowels of the ship held good promise, but no, again to be frustrated! There's that finger of fate again! The paint locker, the mess hall, and hiding behind the big gun off the Sick Bay offered even less security from "The Finger" as I had now come to name my menace.

As we entered the Arabian Sea we received an SOS from the USS Cacapon, a tanker of the same type as the CHIKASKIA. She had struck a reef about 900 miles ahead of us and was flooding badly. We went to full speed and upon arrival we found that two merchant tankers had pumped the cargo off and we assisted with flood control by providing auxiliary power and concrete ballast. We then took her in tow to Bahrein where two Navy tugs later took her to Manila for repairs.

The loading of Bahrein proceeded at the end of a pier so far from shore that you could not see land. The water is very shallow and it was necessary to build about six miles of pier in order to accommodate the larger ships of that day. The only significant event of the time spent here was the fact that a merchant tanker officer on the opposite side of the pier

told us that he looked up from his desk the previous night and saw a native attempting to enter his stateroom through a port-hole. He had a knife in his mouth and this convinced the officer that he was up to no good so he shot him. The local authorities came and removed his body with a shrug and nothing more was heard of the matter. The pier was guarded at both ends so we had to assume the deceased had traveled hand over hand under the pier at night for six miles in order to get to the merchant ship undetected.

During loading our orders were changed to replace Cacapon in the "Operations Crossroads" project, the first peacetime atom bomb test which was to be held in Bikini Atoll. The CHIKASKIA proceeded to Kwajalein for onloading of oil and grease and thence to Bikini.

The atoll was filled with target ships from many nations. Our job was to fill some ships and pump out of others in order that they would be tested in various configurations of fuel capacity. This continued for about two weeks and then all of the service vessels steamed out of the atoll to assume a position a safe distance away for the bomb drop. All hands were issued dark glasses and the drop was on target as planned. A simultaneous blast was triggered from a bomb placed underwater in the atoll. The test is an event to be remembered forever. The best photos of the event were shown on the cover of LOOK magazine depicting the true colors of the mushroom cloud. The target ships included the German pocket cruiser Prince Eugen and the U.S. battleship Colorado. The CHIKASKIA departed the atoll without reentering to inspect the damage. It then joined the peacetime Naval service.

1946

SUMMATION

LIFE GOES ON: Formidable domestic problems - a spiraling inflation, acute shortage of housing, bitter labor disputes - were complicated by the first rumblings of the "cold war" with Russia and the appalling poverty of Europe which looked to us for aid. It quickly became apparent that the United States would not be allowed to lick its own wounds and mend its private fences. A menace, more frightening than Nazism, was seen by many as threatening our very way of life. There were those, of course, who disagreed that Communist Russia had ultimate territorial demands on the west, and there were some who felt that, if indeed it had, these demands were not our problems. The administration, however, took the view that complete isolation was a luxury we could not afford, primarily because of the existence of the atomic bomb. And so the U.S. assumed the role of stabilizer in a rocky world. It was a role that, at times, was not very confidently played ---

DAVIS CUP: The U.S. defeated Australia 5 to 0 in the challenge round of the Davis Cup International Matches ---

ROSE BOWL: Alabama defeated Southern California by a score of 34 to 14 in the Rose Bowl at Pasadena, Calif., before a crowd of 93,000 ---

ACADEMY AWARDS: Presented to THE BEST YEARS OF OUR LIVES as the outstanding motion picture of the year and to its star, Fredric March as the best actor. Olivia de Havilland was named best actress for her performance in TO EACH HIS OWN and Anne Baxter was chosen best supporting actress for her work in THE RAZOR'S EDGE. Harold Russell, an amputee who had never acted before, was named best supporting actor for his portrayal of an amputee-veteran in THE BEST YEARS OF OUR LIVES ---

DERBY: King Ranch's Assault won the 72d annual Kentucky Derby.

Jockey was W. Mehrten; time was 2:063/5, winning \$96,400 ---

PREAKNESS: Assault won the 70th annual Preakness Stakes. Jockey was W. Mehrten; time was 2:042/5, winning \$96,260 ---

BELMONT: Assault won the 78th annual Belmont Stakes. Jockey was W. Mehrten; time was 2:034/5, winning \$75,400 (What a racehorse!!!)

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FIRST THINGS FIRST: Bosnmate: Hey sailor, what's the first thing you are going to do when you get home? Boilertender: I'll tell you what the second thing is -- I'm going to put my sea bag down!

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FINIS

And now I am an old and ancient warrior. The scars of life overwhelm me some mornings, and sometimes at night, as well. But then I have out the old faded pictures and suddenly, I am twenty again.

Whatever became of that Tiny Teacup Lady? Does she still live? Does she have grandchildren, too? I wish her well...

WE HOPE YOU HAD A GOOD TIME AT CAPE COD

BUT NEVER FORGET

"DON'T GIVE UP
THE SHIP"